VOLUME VIII NUMBER 1 January 20, 1971 PRICE THIRTY CENTS

Cycle News

PRICE NOW 30¢ (See page 4)

CRISIS IN THE DIRT

By Charles Clayton

Now it is illegal to ride a motorcycle off the road in the four most populous counties in California, without written permission from the owner of the land.

At this writing, to our knowledge, there are only four places in all of San Bernardino, Los Angeles, Riverside and Orange Counties where the motorcycling public may legally ride for fun – Saddleback Park in Orange, Osteens in Pomona, Butterfield Country near Hemet and Indian Dunes in Valencia, California.

The ordinances creating this unpleasant situation were passed as recently as last week, while Cycle News was on vacation. Riverside County made dirt riding illegal on December 28, although the ordinance will not be enforced until Jan. 28.

There was no way we could stop it from happening. The only two other m/c recreation parks being planned for the distant future (Point Mugu and Camp Irwin) face stiff opposition.

What we have here is a crisis affecting one million motorcycle users, many of whom are probably breaking the law right now, without knowing it, by riding where they do not have written permission to be.

Last Saturday, Jan. 9, the Motorcycle Industry Council, meeting in Long Beach, took emergency action on the crisis and accelerated the work of the new Land Use Committee headed by John Taylor of New York, with whom your publisher now serves as a committeeman.

Meeting with the deputy director of the California State Park and Recreation Dept., the committeemen and the state's man produced planned proposals for state-owned motorcycle recreation facilities, funded by a new off-road m/c registration fee of $5 per year.

The MIC is proceeding with all deliberate speed to recommend this joint plan to the state legislature for emergency enactment. If passed this session, the state may be able to start obtaining and maintaining lands to ease the crisis by sometime in 1973.

M.O.R.E. lobbyist Russ Sanford was recommended by the state to carry the proposal through the legislative process as soon as it is approved by MIC. At that time, Cycle News will spell out the plan in detail for the motorcycle public and ask anyone concerned to send letters to his or her legislators regarding the proposal. It will take tens of thousands of letters and telegrams to pass the plan and save our off-road sport for ourselves and posterity.

For the present, staff writer Ron Schneiders will be seeking other places in the 4-county area where motorcycles still may ride and we will try to publish the findings, along with whatever limits or restrictions may be required. This series on "Where You MAY Ride" will start with the earliest possible issue.

Meanwhile, we remind readers that even unfair laws must be respected. Please do not burden law enforcement by surreptitiously riding where it is not allowed. The situation is already bad enough.

Everyone is urged to do what can be done to lift the ban in their home county. Put a silencer on your playbike or park it permanently. Seek permission to ride on public and private parcels. Petition County Boards of Supervisors for help. Write letters to local newspapers telling what's been done to choke off our recreation and why you think off-road motorcycle riding should continue. Send your support to M.O.R.E.

Dealers in every state are urgently requested to join the M.I.C. Associate Member Program, particularly dealers in California, who are now faced with imminent bankruptcy. I urge every dealer in California to send $160 immediately to MIC, care of Paul McCrillis, 1001 Connecticut Ave., Washington, D.C. 20036 and set aside a few hours this year to organize a state dealer association affiliated with the M.I.C. If necessary, motorcycle enthusiasts may be asked to boycott dealers who do not care enough about their customers to support the only hope we have of saving our sport.

CYCLE NEWS
2499 Cerritos Ave.
Long Beach, Ca.
90806
(213) 427-7433

Newspaper

FRIDAY, JAN. 15

TT AND FLAT TRACK at Trojan Speedway, South Gate, Calif. 100, 125, and 250cc classes. Gates open 6 p.m. 1st race at 7:30 p.m. Info: (213) 923-9132.

SATURDAY, JAN. 16

MINI BIKE at Trojan Speedway. Pract. noon to 2, racing and qualifying at 2. All classes. Entry $3, admission $1. Mini bike classes (11) can be obtained from Southern Ca. M/B Assoc.

REGULARLY SCHEDULED EVENTS

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

COURSES FOR SALE
ADELANTO T.T. TRACK
30 acres, buy now. 30 days goes on multiple, no loan fee, no realtor fee. $6,000.00 down, 6% interest. On Hwy. 395. (213) 927-3860.

EVERY SATURDAY
MINI BIKE at Trojan Speedway. Pract. noon to 2, racing and qualifying at 2. All classes. Entry $3, admission $1. Mini bike classes (11) can be obtained from Southern Cal. M/B Assoc.

EVERY SATURDAY
TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Off Hwy. 71 in Elsinore, Cal.

1st AND 3rd SUN. OF EVERY MONTH
Deadman's Point, Apple Valley, Cal. – 1st & 3rd Sunday, Motocross – all classes, 8 a.m. pract. – 10 a.m. start. $1.00 Etnry Fee – Info: (714) 247-7473 (eves.)

COURSES FOR RENT
ADELANTO T.T. TRACK
Available for club meets (sanctioned events only). Suitable for cycles and mini-bikes. Hwy. 395, 8 miles West of Victorville. For info. (213) 927-3860.

INDOOR SHORT TRACK by M/C Promotions, Inc. at Joe Freeman Coliseum in San Antonio, Tex. $2.50 admission, 8-12 is $1. Race at 8. 100/125/200/250/Open/Mini Bikes. Info: (512) 836-2658, 472-8246, 444-5901.

SAT. & SUN., JAN. 16-17

PONDEROSA HARE SCRAMBLES by Greyhounds M.C., starts 15 mi. E. of Lancaster on Ave. "J". 10 a.m. start. 40% trophies to trail, 125 and Open plus contingencies. Info: (213) 367-2907.

SUNDAY, JAN. 17

MOTOCROSS by Valley M.C. at Cycleland Speedway, 14 mi. S. of Chico on Hwy 99-E. $2 to ride or watch. Signup at 9, race at noon. Info: (916) 342-9302, 342-4216.

MOTOCROSS by HRA at Huntington Beach Cycle Park. $3 post entry only, must have 1971 HRA card or don't race. No mail entry. HRA card costs $1.50; P.O. Box FA, Westminster, Calif.

MOTOCROSS by Pathfinders M.C. at Dunlap Cycle Park. Mail $3 entry to Earl Taylor, 4942 E. Grant, Fresno, Ca. 93727 closes Dec. 10, $5 post. Practice at 8:30, race at 10:30.

ICE RACING by Dusters of Colorado Springs at Rainbow Falls Park between Woodland Park and Deckers. Signup closes at 10:30, race at 12:30. $2 entry, SRAC points. 125/175/250/Open – 3rd wheel 125/Open. No chains or studded tires. Info: (303) 633-9840, 473-3277.

TT RACES by Nomads M.C., 2 mi. E. of Sierra Vista, Ariz. $2 per class, $1 admission. Signup 10, race at noon. 100/125/250/O. – Nov/Ex. Info: (602) 458-5457, 458-2084. CANCELLED

HARE & HOUND by San Bernardino Valley M.C. at Red Mountain, limed from Hwy 395 at Red Mt. AMA sanct. $4.25 post entry. Signup Sat. 5-8 p.m., Sun. 7-9:30 a.m. Info: (714) 822-2252.

INDOOR SHORT TRACK by Western States Racing Assn. at Washoe County Fairgrounds, Pavilion Bldg., Reno, Nev. Signup 9-11, practice 10-noon, race at 1. $3 entry. 100/125/200/250 plus PP. AMA sanct. Full leathers, no big knobbies. Info: Al Lockett Enterprises (702) 323-6055.

EUROPEAN MOTOCROSS by Amarillo MX Pit at Amarillo, Tex. $300 guaranteed purse. $4 entry, $1.50 admission, under 12 free. Free practice anytime. Gates open 10:30. 100/125/250/Open. Cash to 1st 3, trophies to 2nd 3. Info: Eddie Brasher, 3516 Hawthorne Dr., Amarillo, Tex., 79109, (806) 352-0567.

ROAD RACE by ACA at Willow Springs. $8 mail entry plus $1 additional class fee to ACA, 106 N. Claudina Suite 312, Anaheim, Cal. 92805, closes Jan. 12. $15 post. Pits open at 8 a.m., racing at noon. All Jr. & Sr. GP and Prod. classes. Riders must have 1971 ACA license. Info: (714) 774-3222.

MOTOCROSS at Oak Creek Ranch, 10 mi. W. of Mojave on the Tehachapi Willow Springs Rd. 1 mi. N. of Cameron Cyn. Rd. $4 entry, $1.50 admission. Practice 7:30-9:30, race at 10. 100 Jr.-PP/125/250/Open – Jr/Sr. Cash to Sr., trophies to Jr. Info: (213) 376-4573.

MOTOCROSS at Deadman's Point in Apple Valley, Calif. All classes. Practice at 8, race at 10. $2 gate entry, $2 race entry for members, $2.50 non. Info: (714) 247-7473 evenings.

SUNDAY, JAN. 24

SCRAMBLES by Westside Eagles at La Grange Rodeo Gnds., 32 mi. E. of Modesto on Hwy. 132. Signup 9-11, practice 10-10:30, race at noon. Info: (209) 532-2426.

CMC MOTOCROSS at Claude Osteen Bike Park in Steen's Metisse Trophy MX Series. Off Hwy. 71 in Pomona, follow signs from Dudley St. $5 mail entry to CMC, Box 1402, Costa Mesa, Cal., 92626 closes five days before event. $10 post. Signup closes at 9:30, race at 10.

MOTOCROSS by HRA at Huntington Beach Cycle Park. $3 post entry only, must have 1971 HRA card or don't race. No mail entry, HRA card costs $1.50; P.O. Box FA, Westminster, Calif.

MOTOCROSS by Feather River M.C. at Marysville, Cal., under "E" St. Bridge, AMA sanct. 3 No. plates required. $2 to watch, $4 to ride, late signups $5. Signup & practice 7-10, race at 10:30. Trophies, prizes, Mini Moto. Info: (916) 742-7785, 743-5282.

ENDURO by CERA limed from Hwy 60, 10 and 195 East of Indio. 2 loops, 90 mi., recommended for class C riders. Entries open Jan. 1, $6, $5 for CERA members, $1 additional per team rider (mailed together) to CERA, Box 2102, Cypress, Cal. 90630 along with 2 self-addressed, stamped envelopes. Drawing for No. Jan. 18 at 6161 Lincoln Ave. (rear) Buena Park at 8 p.m. First rider out at 7:01 a.m.

HARE SCRAMBLES by Cascade M.C. at Bend, Oregon, 20 mi. E. of Bend on Hwy 20, follow signs. COMA sanct. $5 entry. Pract. Sat. on 20-mile course, isngup Sun. morning, race at 11. 125/250/Open. Info: (503) 382-5759.

SCRAMBLES by Salinas Ramblers M.C. at Crazy Horse Canyon Rd., 12 mi. N. of Salinas on Hwy 101. $2 admission, 50 cents under 12. Signup 7:30-10, pract. 8-10, race at 11. All classes 100-Open. AMA sanct. Info: (408) 422-9809, 424-9611.

MOTOCROSS by ACA at Saddleback Park. $5 mail entry plus $1 class fee to ACA, 106 N. Claudina Suite 312, Anaheim, Cal. 92805, closes Jan. 12. Post $15. Pits open at 8 a.m., race at noon. All Jr/Inter/Sr. classes. Riders must have 1971 ACA license and 3 No. plates. Info: (714) 774-3222.

EUROPEAN SCRAMBLES by Lost Coyotes limed from Mojave 2 mi. N. on Hwy 58. $3.25 entry. AMA sanct., Dist. 37 pts. 2 courses, Nov. & Am/Ex.; Start times 10, 11 and noon for Ltwt. & Hvywt. respectively. Info: (805) 942-2142.

ENGLISH TRIALS by SDTR at Barona, limed from 11th St. in Ramona. All classes. Signup at 8:30, start at 10. Spark arresters a must; camping area. Info: (714) 278-3466.

TRIALS by Rocky Mountain Trials Assn. at Milliken, Colo. Nov. at 11, Ex. at 1:30. $3 entry, RMTA members $2. Info: (303) 355-7033.

SUNDAY, JAN. 31

MOTOCROSS by HRA at Huntington Beach Cycle Park. $3 post entry only, must have 1971 HRA card or don't race. No mail entry. HRA card costs $1.50; P.O. Box FA, Westminster, Calif.

ROYAL RUN, 3rd annual, by Majestics M.C. of Norwalk, Cal. Info: (213) 863-9233, 336-5249, (714) 595-8489.

BENEFIT SCRAMBLES by Hi Hats M.C. of Martinez at the historic Martinez waterfront. Signup 9-10:30, race at 11:30. $2.50 donation to ride or watch; proceeds to six injured little girls medical fund.

MOTOCROSS by Cyclesports Inc., 33 mi. N. of Houston on Interstate 45 & N. bank of San Jacinto R. Take Camp Strake-Gorgan Rd. Exit W. to park entrance. $5 entry to 2121 Harold, Houston, Tex. 77006. 250 Ex. feature moto, 250/Open Jr. support classes. $600 purse. Race at noon. Info: (713) 523-3741.

CMC NORTH MOTOCROSS at Oak Tree Motocross Track, limed from Nash Rd. & Cienaga Rd., Hollister, Cal. $5 mail entry to P.O. Box 1451, Santa Cruz, Cal., 95060, closes Jan. 26. $15 post. Cash to Sr., trophy to Jr. Signup 7:30-8:30, pract. 8:30-9:15, race at 9:30. Info: (408) 335-4292.

(Please turn to pg. 19)

A.C.E. MOTOCROSS
JAN 17TH
INDIAN DUNES PARK

30 minutes from Los Angeles. 2 mi. west of Castaic Jun. on Hwy. 6.

$100.00 Guaranteed per class to Srs.
45.00 . . . . . 1st Place
30.00 . . . . . 2nd Place
15.00 . . . . . 3rd Place
10.00 . . . . . 4th Place
Note: Cash can be picked up 30 minutes after the last moto.

Trophies per didivison to Jrs.
Super Neat Trophy 1st, 2nd & 3rd

Gates open 7:00 am – Practice 8–9:00 am – 1st race 9:30 am.

$5.00 Entry Fee – Sign Up outside main gate. Information: (805) 259-8000. Rain or Shine.

John DeSoto
MOTOCROSS SCHOOL

JAN. 16th
Start 10:00 a.m.
$10.00 School Fee
$2.00 Park Entry Fee
Info: (805) 259-8000

P.O. Box 174
Newhall, California

RIDE WITH THE BEST

RIDE CMC EVENTS

MOTOCROSS

Jan. 17th Saddleback
Jan. 24th Osteen Park (series)
Jan. 31st 2nd Annual
Ensenada "500"

– RAIN or SHINE –
3# Plates Req.

Gates open at 7:30 a.m., racing at 10:00 a.m.

CMC MEMBERSHIP REQ. $5.00 Mail Entry, $10.00 Post Entry. Mail to CMC, Box 1402, Costa Mesa, Calif. 92626. Mail Entries close 5 days prior to each event.

NOW AT SADDLEBACK
ORANGE COUNTY'S MOTOR PLAYGROUND

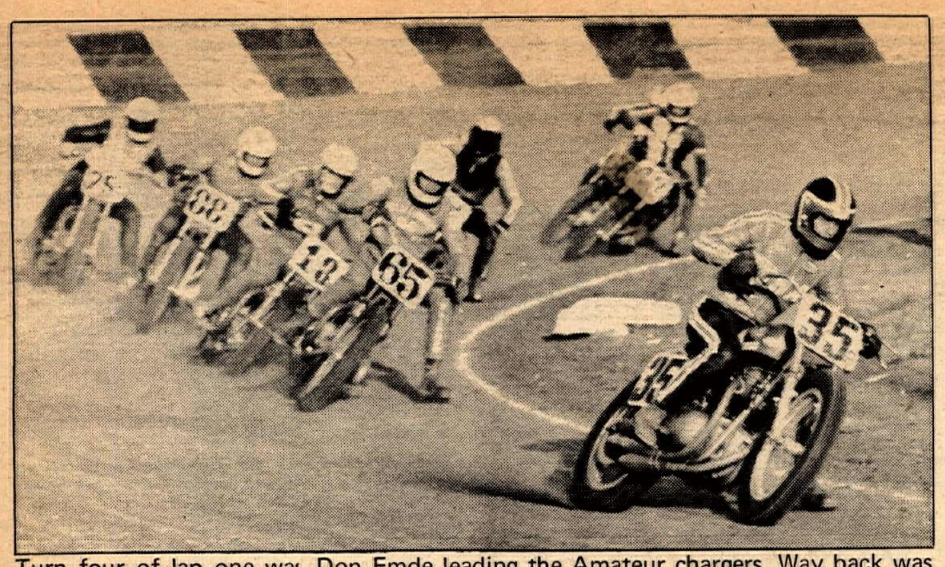
Jan. 17th CMC MX

Admission $2.50; Minis $1.50

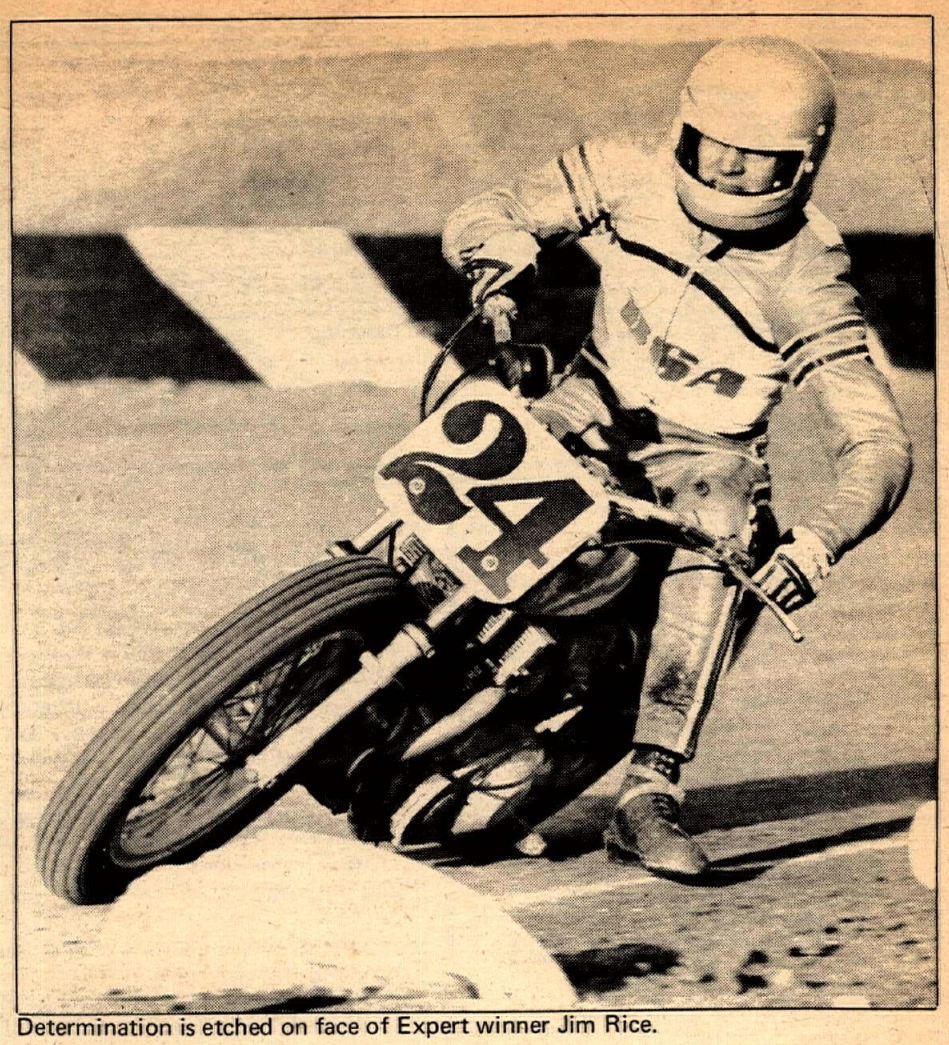
SADDLEBACK Park

Miles of Trails
Acres of Fun

BOX 2455, Orange California 92667
Newport Fwy. to Chapman Ave., east to Santiago Canyon Blvd., turn right, 1½ miles to entrance opposite state fire station. Phone (714) 639-5832.



Turn four of lap one was Don Emde leading the Amateur chargers. Way back was eventual winner John Hateley (43r).



Determination is etched on face of Expert winner Jim Rice.

Ascot Season Finale

GARDENA, CALIF., Dec. 27, 1970 — Jim Rice returned to his National Circuit form today and dominated an impressive field of competitors vying for the State's Half Mile Championship at Ascot Park.

From start to finish it was Rice, winner of six AMA Nationals this past season, holding off the hard-charging Number One plater for '71, Gene Romero.

For the first six laps of the 15-lapper, Romero tailgated the healthy BSA of Rice's but at the half-way point, he began concentrating on holding down second as Rice's lead increased. When Rice began to let off on the gas in the late stages Romero made a final drive to catch up; in vain, however, as Rice still held a comfortable lead when the checkered fell.

Overall, the race was fairly well consistent. Eddie Mulder maintained third all the way and Cal Rayborn, the world's fastest man on two-wheels, held fourth until the 13th lap when Tom Rockwood took that position over.

Rockwood made a fine showing after starting off poorly. He was sixth on lap two and dropped to seventh on the next lap but regained his composure and repassed Eddie Wirth several ovals later. By the 10th lap he had moved into fifth to set up his catching of Rayborn.

Rice came nowhere near dominating his earlier heat race as he had to battle from fifth place all the way to first in the five-lap go, passing Lloyd Houchins in the final turn of the last lap.

Romero found his way directly to the Expert Main via a second heat flag-to-flag win over Mulder, as did Rayborn in the third against Sonny Burres.

Season high-point man in the Amateur division, John Hateley, came up against a tough competitor in Don Emde and the result was one of the finest races of the day. For nine of the ten laps, Emde, who picks up an Expert rating next year as well as a National Number, controlled the pack despite Hateley's hard charging. But the final lap spelled doom as Hateley took advantage when Emde missed the groove and went on to win. Al Kenyon was third.

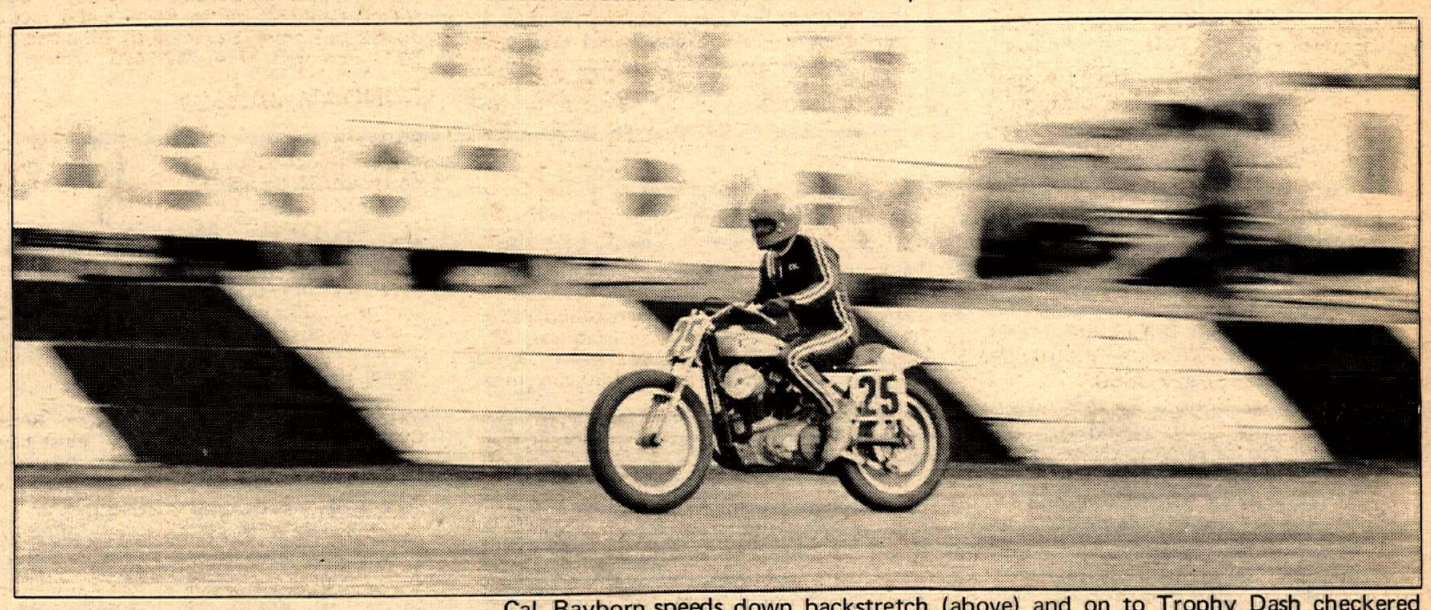
Hateley rode a magnificent race as he was forced to recover from a poor start which had him running fifth 20% through the race. He skipped up to fourth on lap four and really caught hold on the fifth when he blasted into second.

The State TT Novice winner here two weeks earlier, Kenny Roberts, returned from the North country and won the honors in today's 880-yarder.

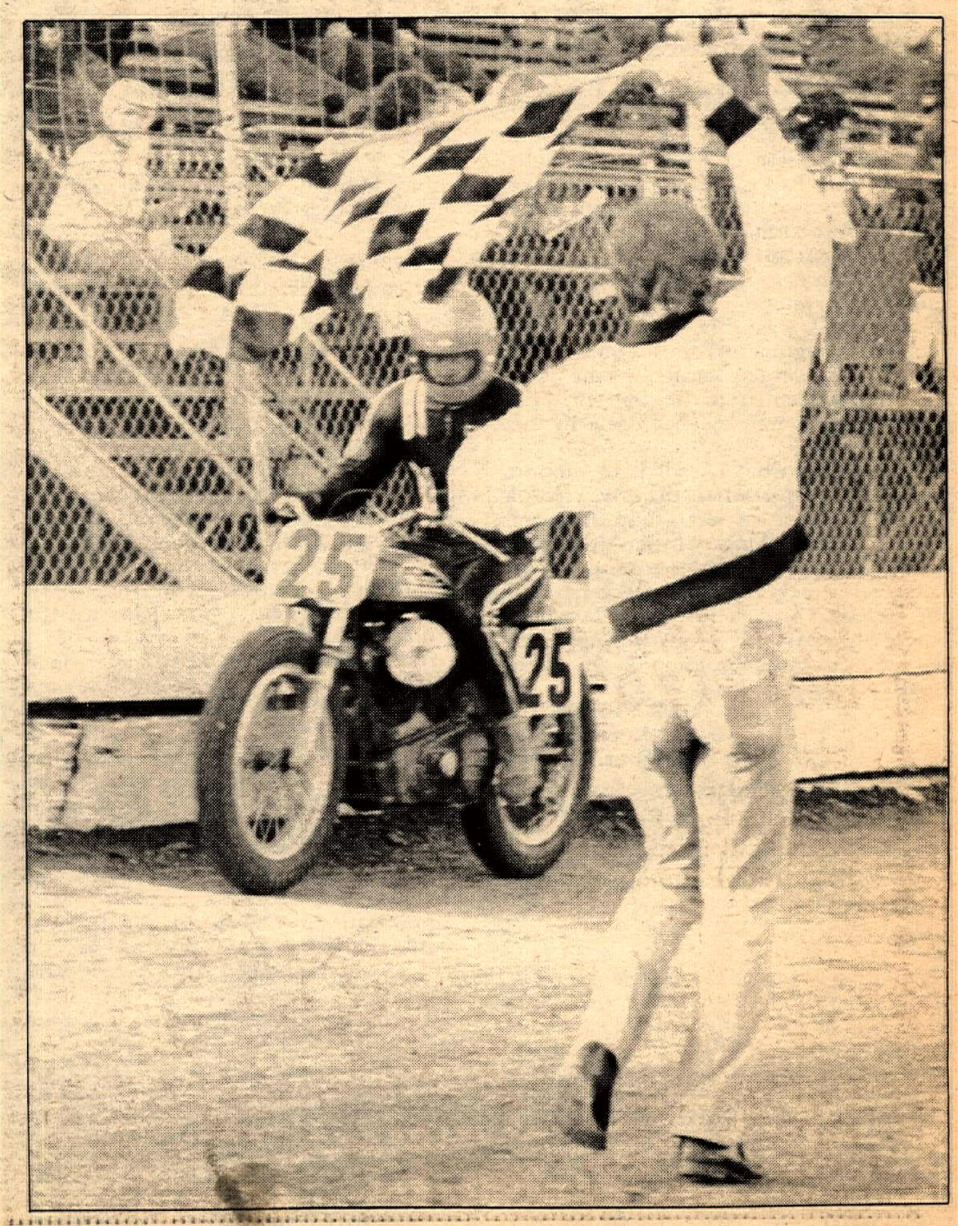
Gary Scott provided the only stiff competition for Roberts but he was forced out of contention with engine troubles, leaving second place to Loyal Penn followed by Scott Brelsford.

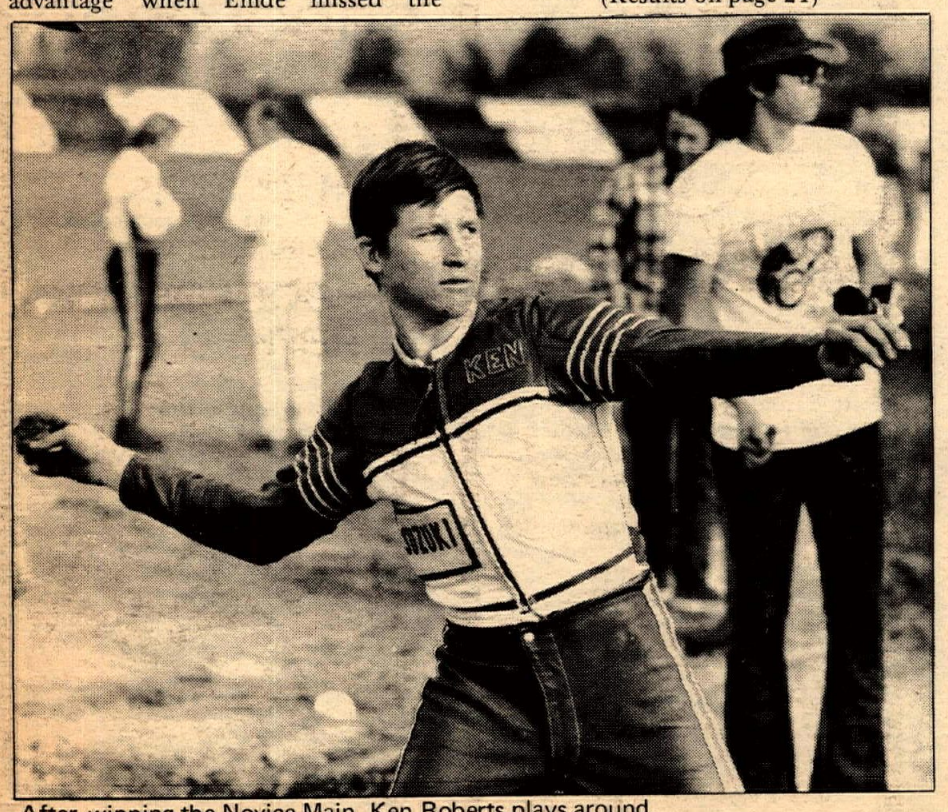
The races had originally been scheduled for Dec. 20, but the pre-Christmas rain caused a week's postponement which resulted, apparently, in the disappearance of many of the expected top riders including Dave Aldana, Don Castro, Mert Lawwill and Mark Brelsford. Threats of rain also cut down today's attendance.

(Results on page 21)



Cal Rayborn speeds down backstretch (above) and on to Trophy Dash checkered (below).





After winning the Novice Main, Ken Roberts plays around.

cycle news

"America's No. 1 weekly motorcycle newspaper. You'll always see it FIRST in Cycle News!"

Publisher Editor . . . Charles Clayton
Business Manager . . . Sharon Clayton
General Manager . . . . . Tom Culp
Assistant Editor . . . . . John Bethea
Circulation Manager . . . Rheba Smith
Circulation Ass't . . . . . Marla Tarbet
Lab Technician . . . . . Diane Sosnoski
Advertising Asst . . . . . Ed Randell
Bookkeeper . . . . . Dorothea Lang
Bookkeeper Ass't . . . Eleanor Duke
Delivery . . . . . Larry Groves
Typographer . . . . . Marion Hatashita

Cycle News East, Dixie Cycle News, and National Advertising information: Tom Culp, National Advertising Director.

Cycle News (West), P.O. Box 498, Long Beach, California 90801. (213) 427-7433 – L.A. 636-8844.

TELEX NO. 673-474

Subscription:
One year 2nd class mail $9.00
2 years 2nd class mail $15.00
3 years 2nd class mail $18.00
Single copy price . . . . . $.30

Published weekly except the first and last week of the calendar year by Cycle News, Inc., Post Office Box 498, Long Beach, California, also publishers of Cycle News East, and Dixie Cycle News. Second Class Postage paid at Long Beach, Calif. Editorial stores, cartoons, photos, etc. are welcome. Addressed, stamped envelope assures return of editorial matter. Reprinting in whole or in part only by permission of the publishers. Advertising rates and circulation information will be sent upon request. See S.R.D.S.

Cycle News Now 30¢ Per Copy

The new year promises to be an interesting one for motorcyclists, the industry and us at Cycle News. Pleasant things are happening like the advent of new models and the promotion of exciting races. Significant things, like the A.M.A.'s new insurance program, are happening. Unfortunate things are also happening, such as the loss of riding ground and the passage of stupid laws. We at Cycle News hope to be able, in the coming year, to keep you, the reader, abreast of all the news in the cycling world. Perhaps more important, we hope to present your views on the things that affect you. The newspaper should and will be a forum for the presentation and argument of ideas. The newspaper will be used to fight for the rights of motorcyclists and to bring the attention of the powers that be to the problems and grievances of cyclists, in the hopes of making your sport more enjoyable.

One of the unfortunate things that has already come out of the new year is rise in the cost of almost everything. We have maintained our single issue price for four years in the face of mounting costs. We can no longer afford to do so. Either our revenue must increase or the quality of our service must decrease. We have elected to try to increase revenue and we hope that readers will understand and bear with us. Each of you is important, both to us and to the sport. The new price of Cycle News is 30 cents. We promise to give you much more than an extra nickle's worth of news.

OUT IN THE OPEN

This letter is to bring to the attention of all the motorcycle racers some of the actions taken by the American Motorcycle Assn. Executive Committee, and a small number of professional racers.

At the last Executive Meeting it was brought out that since the American Motorcycle Assn. Congress had tabled the proposal to change the rider number system 1-99; that it had meant the congress had voted to revert back to the old system.

What the Congress majority didn't know was that in Feb. and again in April the Executive Committee had changed the number system 1-99. Why then was this not made common knowledge?

Then a few racers, and a few manufacturers decided that there were simply too many Nationals; regardless of what the money was, and so went about seeing what they could do about it. It was then that Gene Romero apparently decided that he should be a rider representative, and showed up at the Executive Committee meeting; and said he was representing 7 of the top 10 riders (one of these didn't know what he was doing); and said that we had to have fewer Nationals and supported the 1-99 change.

What Romero forgot to say was that he was there without the knowledge of either of the elected Rider Representatives.

The Executive Committee then began cutting the number of Nationals. They cut six with purses ranging from $7500 to $10,000. It was the manner in which this was all done that I am opposed to.

Then on December 13th at Ascot Park in Los Angeles there was a race held in which afterwards there was a meeting. It was a closed meeting of only the top 10 or 15 riders. However, care was taken that both rider representatives, Dick Mann, National No. 4, and me, National No. 6, were not invited; but word leaked out, and I found out about it; although I had to promise not to tell how I found out. I then invited myself in on the meeting. The meeting was in Roxy Rockwood's home; and Roxy, being an executive committee member, was explaining the actions of the last executive meeting.

He presented the reason for why they changed things; such as, changing the number system 1-99, and fewer Nationals. I was able to present some opposing arguments, but contrary to what they wanted earlier in the year, they now seemed to be for what the Executive Committee has done in this last meeting.

In essence what I want is to support the racers, and what they want as a whole, not just a select group of racers.

Let's bring things out in the open, and not have secret rider representatives and secret meetings with only a handful of selected riders present. I would encourage anyone to write me with either a pro or con opinion on any other matters.

MERT LAWWILL
148 Rock Hill Dr.
Tiburon, Calif.

LEAVE 89 ALONE

I have just finished reading about the new National Number system just set up by the A.M.A. I think it stinks. Another attempt by the AMA to step backwards.

Just because Joe Slow happened down to Daytona Beach on his 1946 Norton, qualified 271, was lapped 62 times in 200 miles, but by virtue of finishing the race and gaining national points is he now to be considered one of the top 99 motorcycle racers in the U.S.?

Another case. Is it fair to take away the national number of a rider just because he either by choice or financial conditions is unable to compete on the National circuit? If you were to bring all 95 of the national numbers to Graham Speedway in Tacoma, Washington there wouldn't be 8 of them making the main and only one or two who could beat the three current national number riders riding there. Yet all three of them are going to lose their numbers for next year.

Here is a much more realistic plan. Change only the top ten numbers each year. (They're the only ones that count anyway) and leave the rest alone. Who cares that Joe Slow was 69th in the point standings last year. But Sonny Burres has been No. 60 ever since I have been going to the races. Who cares who finished 80th in the point standings, but Emil Ahola has been No. 80 for a long time. So I feel that the other 89 numbers should be up to the district referees.

THOMAS DODSON
Cornelius, Ore.

CN GOES TO SCHOOL

We wish to express our sincere appreciation for your kind gift of the Cycle News. We received our second copies Monday. They are a valuable aid in our Reading Program.

Sincerely,
TONY FADALE
English Department Chairman
Sierra Vista Junior High
Saugus, Cal.

MORE NOVICE NEWS

I am protesting in behalf of the many novices who ride Dist. 37 events. In the Dec. 22nd issue of Cycle News, it appeared that there were only Am/Ex riders who attended the Dual European Scrambles put on by the Bushmaster and Prospectors. The editorial depicting this event made no mention whatsoever about the novice riders who worked just as hard in their own right as the professed Am/Ex.

The novices rode the same rough course, paid the same entry fee and drove just as far to support the clubs event and Dist. 37. To add insult to injury, if one turns to the result page there isn't even mention of at least the first three finishers in the novice division – not even the winners. That is a real shame.

Would there be as many clubs and Dist. 37 events today if it wasn't for the support of the novice rider? I think it would be safe to say 300 of the 400 riders who attended this event were novices.

I have no mention due myself, I am just another $3.25.

R.R. MacDONALD
Northridge, Cal.

Desert results are compiled unofficially by the correspondent on the scene at the time. Sometimes, as in the race you mention, it is impossible to identify the novice finishers from their number plates, and we have to wait for the official results...Ed.

GUEST EDITORIAL

THE RIDER MAKES THE NUMBER FAMOUS, NOT THE OTHER WAY AROUND

By Neil Keen

The A.M.A. Executive Committee has gone against the majority will of the Competition Congress; and in a meeting after the close of the Competition Congress meeting, decided the national numbers should be awarded to the top 99 riders in the national point standings.

It was, at the time of the annual congress meeting, the will of the congress to retain the established method of awarding national numbers: These 99 numbers traditionally have been issued to the most prominent riders in each district. There are over 2000 licensed professional riders in the country and we have 99 riders (the most prominent, safest, most successful and well respected riders from each area) who are given special numbers with no letter suffix, to designate both to the other riders and to the public that he is a top echelon journeyman racer. These 99 numbers have nothing to do with National championships as such, but they are our way of saying to the racing fans all over America that each of these men is a top rider from his district.

We have the only type of show in America where a fan can go to the event and tell who is who among the top 100 participants without looking it up in the program each time.

Take golf for instance, everyone of us could name of 20 top golfers but if you went to a tournament and even had a program you would have no way of telling who was who.

We have a better system! In our system the rider and his number are synomonous year after year. When you go to the first race of the year and you see National No. 45 you can rest assured that he is the great Darrel Dovel; however if we adopt the Executive Committee ruling Darrel isn't eligible to have a National number. Neither is Gordon Dusenberry No. 11N. Gordon won more half miles than anybody in this district and made over 200 flat track points. If you don't think Gordon is a top rider anywhere, you are mistaken. Then we come to the problem of saying that if we use the point system, where number one is best and number 2 isn't as good and No. 3 is worse than 2 and number 4 further down yet, by the time you get to number 16 or 23 or 41 you have nobody. If we use a grading system you cannot make anybody believe that number 98 (who made 2 national points) is important. How about Laconia where there were not enough entries for the number of national points given and a rider will get a national number who didn't ride but 20 miles in a 100 mile race?

If we are trying to upgrade the sport, then 99 top rated, nationally famous, equally ranked riders are a precious few in a country of 200,000,000 spectators.

Therefore, I propose that we vote yes to this proposal which says:

RE. NATIONAL NUMBERS:

99 National Numbers shall be awarded to the A.M.A. Expert riders who in the opinion of the A.M.A. Staff are the prominent riders in each district (without specific regard to individual performance in national championships only). The staff shall use the same criteria for determining eligibility as they have in past years. No national number shall be awarded to first year Experts.

The new list just published does not do away with "the deadheads who hold national numbers" at all. In fact it makes it worse. Over half of the new number holders were previous number holders who simply have been reshuffled. Not one has the same number as last year, not one. It is not nearly as confusing to the riders as it is to the public.

The motorcycling public who buys the merchandise made and sold by the manufacturers and who pays his way at the race track box office is being cheated. We of the A.M.A. have worked for years to build up motorcycling and motorcycle racing for all our country. We are now attempting to change the identifying number of the best 100 racers in our country every year, if that is good, then everybody who for the last 15 years has tried to make motorcycling easier to follow and understand, must be crazy.

I urge every reader who has any interest in this matter to write the A.M.A. and Cycle News and voice your opinion. I take it as an insult that a small minority can twist the American Motorcycle rules to suit their personal aims, against the majority will of the A.M.A. Congress.

Since this meeting was held in the western region, and a "riders representative" was needed, why was Dick Mann or Mert Lawwill not invited?

I sincerely urge the A.M.A. Executive Committee to seriously consider these words.

MORE ON M.O.R.E.

"I wish to thank you for the very flattering interview in your 13 January issue. Several points should be clarified as the legislative session had not ended at the time Mr. Clayton visited with me and the situation has changed somewhat.

1. We were able to totally "kill" Senate Bill 296 which would have prohibited motorcycles from "white lining, changing lanes, or passing another vehicle in the same lane."

2. MORE's membership at the end of the first year was 2,093 registered (paid) members and 1,123 associate (non-paying) members for a total of 3,216 persons represented. Those respective figures for December 31st were 2,467 registered and 1,385 associate members.

3. Although it was intended that my wife, Doris, would go on the payroll at $50 per week for full-time secretarial (and Girl Friday) services, it didn't work out that way. MORE has yet to pay its first wages, fees, tips, or commissions.

MORE has printed a complete run-down on the 1970 motorcycle legislation and is distributing these free to anyone sending a self-addressed and stamped envelope to the following address:

RUSS SANFORD
c/o MORE, P.O. Box 26062
Sacramento, Ca. 95826

Evel Knievel dosen't sell motorcycle jumps, he sells a feeling

By David Swift

Robert "Evel" Knievel is sitting in that tower at Lions Drag Strip engaged in a lively conservation on the telephone. His back is to a half-dozen chairs and their occupants have become a bit tense because Evel is unhappy, he says, about some of the editing – or lack of – on the Merv Griffin Show two

nights earlier. Evel suddenly whirls around in his chair and glances at everyone while he terminates the conversation with well-timed humor. Everyone has a good laugh and is somewhat relieved.

Actually, there was little reason to be upset in the first place; they would have enjoyed the show Evel was putting on if they had known him better. Evel was quite happy with his appearance with Griffin. It's just the Knievel Way of Doing Things.

Evel Knievel Enterprises is a lucrative organization consisting of one man. Knievel handles the bookings, payroll, exhibition preparation, travel arrangements, and, of course, the entertainment. You couldn't find him any any situation unless it was 100% Evel Knievel.

Soon after the phone conversation, Evel retires to his brand-new semi-truck-trailer with a couple of journalists from a local daily. Knievel's new semi is a good example of his penchant for the opulent. The cab portion of it is done in lots of mahogany and naugahyde. Custom seats, custom everything. A tape player that currently holds "Elvis' Golden Hits". The rearward portion of the truck is actually a mobile home. Color TV, whirlpool bath, a safe, a bar, a bath, a huge closet and lots of mahogany and naugahyde. Expensive furniture. Even a couple of trophies (1st place Main, Columbia Basin Ramblers M.C. Ephrates, Wash., 1961.) The trailer portion is an elongated affair made especially to hold the ramps and other personal effects. The whole thing totals out to be the longest in the United States.

Other extravagent possessions includes a gold cane that he found for $35 in Seattle and was offered $35,000 for by Liberace. The rings he has are each valued in sums sounding like a list of executive's salaries.

One of the journalists points a camera at him while the other asks questions that should make Evel grit his teeth; "How high do you jump?:: "How fast are you going?" "Why do you do it?" Evel answers each question thoughtfully, articulately. He acts as if this is the first time around.

He tells the reporter two things to put in the article. "If a father buys his son a motorcycle for his birthday he better buy him a helmet or it will be his last birthday." A well-rehearsed line, eloquently put. Also, "I don't use any narcotics, any drugs, of any kind. You put that in capital letters for the kids to read." Then Evel says that he drinks "that" – he points to a bottle of Austin Nichols Wild Turkey Straight Bourbon Whiskey – every so often. He and several friends finish less than a fifth in five days, as it happens.

Later, he asks the photographer if he would like to get a picture with one of the motorcycles. He has one of the big Harleys wrestled off the truck to accommodate a very pleased cameraman.

The machines. Two Harley-Daivdson XRs painted red, white, and blue with "Color Me Lucky", the working title of his movie, inscribed on the gas tank. Steve Brackett is an ace mechanic and the Milwaukee people assigned him the task of keeping them going. Most of his work consists of reassuring Knievel that the bikes haven't been tampered with. One of them, the stunt bike, is brand new; the rings haven't seated themselves, so fouling is a bit of a problem. Both bikes are supposed to be stock but the second one, the jump bike, has a slightly beefed-up swing arm. As it turns out, the 13-car jump will be completed on the stunt bike.

Evel first practices for Saturday's jump the Thursday before. It is the first time in three months that he's been riding, a fact he repeats often. "I'm so goddamned tired I can't walk. I'm liable to get hurt." He means it. Evel suffered a freak accident a while back resulting in a fractured spine. (He was sitting on the bike in a TV studio lot and a car ran into him.) He's doing lots of TV shows and the like. Not to mention a 13-car jump. Ignoring advice to take it easy, Evel has the Harleys started and warmed up. After a some docile passes on the quarter-mile strip the front wheel begins popping up for ever-increasing distances. Now he tries to do a wheelie standing on the seat but looks very awkward. Time has taken its toll, temporarily, and Evel rolls to a stop, quite dissatisfied. Surprisingly, he gets on the jump bike and decides to "practice."

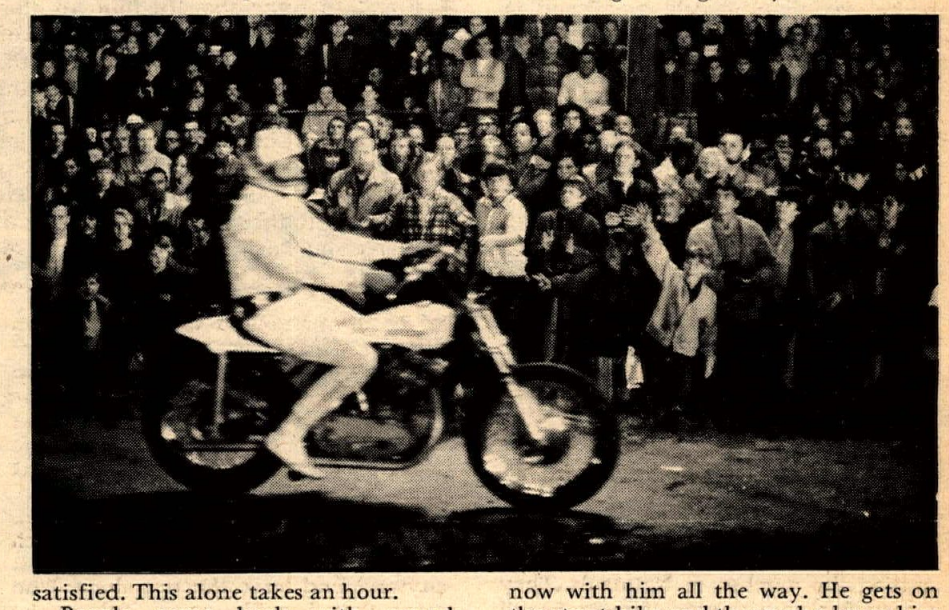
Evel Knievel's "practice jumps" would be enough to keep his family well-fed for a long time. He hits the take-off ramp doing about forty and slowly, gracefully launches himself 15 feet high and lands on a beautiful tangent 100 feet away. As smooth as grease. After completing a dozen of these, he rides by signaling "one more" and does a better one. He rides by again, "one more". And again, one more. He feels less grumpy now and goes in to return a call from Sports Illustrated. He tells them, "I don't have much strength and I don't have any balance." Evel Knievel leaves alone, muttering, "I wonder if I'll ever be the same," and gets back on the stunt bike.

It is now 10 o'clock Saturday morning and Evel is moving his gigantic truck around the infield at Lions. One wonders how the truck got there since the only gate it could have gone through doesn't look wide enough. As a matter of fact, Evel did drive it through that gate without a scratch while onlookers' jaws hit their navels. Now he wants it moved over a couple of feet. Mrs. Knievel, a strikingly beautiful woman named Linda, hops over a fence to get out of the way. Harris Sintelle, a 40ish stunt man and number-one assistant to Knievel, tidies the area around the ramp with a broom. Evel decides to practice a bit more.

Some people filter in while Evel is riding. John Downing, a member of the Lions Drag Strip board of directors, has brought along his young daughter. She covers her eyes when Evel practices his leaps. Bruce Barnes of Sports Headliners, Inc. arrives to take care of some business. A welder shows up to fix the safety ramp, a steel mesh that will cover up the last three cars. A security guard shows up and Evel asks him to supply some body- and bike-guards.

Evel is now operating at full steam and he is as happy as he'll be during the week. He is handling ten different situations at once and each one is being handled quickly and efficiently. No one resents being given an order because he knows how to ask a favor and he knows how to show appreciation. He sends Downing off to get some Confederate flags to line the ramps. He sends Barnes off to locate some cars. "Tell them I only jump Volkswagens and Johnny Lightning cars," he jokes. The welder is done and Evel quickly produces a check and politely offers thanks. As they exchange pieces of paper, the welder, a bit dismayed that Evel Knievel is – well – not bad at ALL – stammers, "I'm pleased to meet you. Hope ya make it!" Everyone ignored that last comment.

Soon everyone, save Evel, Steve Brackett, and a reporter, is off on an errand. Can't stop now, the takeoff ramp has to be moved. The reporter admits he can drive a forklift so that is done, too. Many minute adjustments are made on the ramp before the star is



satisfied. This alone takes an hour.

People come back with errands completed and Evel personally erects the flags along the both ramps.

At 2:30 Evel and Linda get into a BMW sedan and start to leave, exhausted. "Hold it a minute," he commands the driver as they pass the ramps. He gets out and examines them for a few moments. "Honey, when we get back that's gonna have to be moved to the left." They retire to a hot bath and rest.

Linda and Evel arrive at the drag strip at 7:30, virtually unnoticed. Somebody wonders why there was no "grand entrance". In the trailer they are huddled together gazing at John and Yoko Lennon on the color TV. The door is constantly being slammed, knocked on, and slammed again as dragsters thunder constantly every few seconds a few feet from the window. Knievel is unnerved but does not show it, nor does he refuse entrance to anyone.

The din finally comes to a halt at 9:30 and the announcer gives the microphone to actor George Hamilton, Fanfare Production's version of Evel Knievel. On a signal the real Evel Knievel emerges from the trailer. He refuses to ride in a Lincoln Continental, but asks for a bodyguard.

He addresses the crowd in a manner no different than he would speak to a single person; quickly, unemotionally, and to the point. He never wastes a word or a moment of time.

The crowd has its collective preconceptions and prejudices blown to hell. He doesn't sound crazy after all. Evel quickly disposes of the stunt portion of the show, for a fog has set in and the ramps are getting damp. Very dangerous. The jump bike has already been warmed up and Evel makes two runs past the ramps, as planned. Then he makes several more as the crowd grows tense and a bit angry. The jump bike, which hasn't missed a beat all week, has gone sour. It's the dampness. Brackett hasn't the time to fix it. Evel takes the microphone and says "I want to get this over as soon as possible..." It's the right thing to say. The crowd is now with him all the way. He gets on the stunt bike and those who know him worry.

Some more passes and Evel signals the crowd, thumbs up. He positions himself in front of the ramp as the noise steadily diminishes. A sudden burst of acceleration and Evel Knievel is up, floating to the staccato strobes of a thousand cameras. He comes down hard on the rear wheel, and then the front one. The impact nearly tearing his hands from the bars. The suspension is compressed completely and when it rebounds a fraction of a second later the bike goes into a bad wobble. Evel strains at the bars and keeps the machine upright, coasting out of the flood lights.

(Please turn to pg. 23)

Doug Douglas (AJS Stormer) recently devastated the Tijuana to La Paz solo record BY OVER 10 HOURS.

AJS HANDLES BETTER

Doug also sells a desert version of the AJS at his Norton shop on E. 5th Street, Santa Rosa.
Give him a call at (714) 888-4554.

YAMAHA SPORTCYCLES
NEW & USED SALES
Parts—Accessories-Service
Financing-Insurance
MASTER CHARGE-BANKAMERICARD
Discount to Ascot Racers
GENE H. MYERS
4151 Redondo Beach Blvd.,
Lawndale, Ca.
(213) 542-4047

GRAND OPENING SALE
BUENA PARK CYCLE
MOTORCYCLE PARTS & SERVICE
★ Specializing in Yamaha,
★ Gemini Mini Cycles and
★ Off Road Equipment.
7872 Orangethorpe
Buena Park (714) 522-1041
★ a division of A.V. Carnicello Inc. ★

INDIAN DUNES STAGES DOUBLEHEADER

Stories by John Grout

Photo by Mick Ryan

VALENCIA, CALIF., Jan. 3, 1971 — On the third day of New Years John DeSoto latched onto a group of the most unbreakable motocross pros in America at the Indian Dunes Classic, and he displayed all of the gentleness of a bull elephant turned loose in a crystal factory.

In a field which crawled with talent, the only thing that DeSoto was unable to shatter was all of the raucous racket that unloaded out of Chuck Minert's machinery — and that was probably because the big thumper was too far back-trail from the "Flying Hawaiian."

While placing his motorcycle into astounding leaps that just teased the hell out of the law of gravity, DeSoto taught motocross to Mike Runyard, Mark Blackwell, Jim Wilson, John Rice, Jim West, Tim Hart, Billy Payne and Tom Rapp, among others. And when it was all over, DeSoto found himself one of the highest paid professors in the racing business for his day's work.

The three racers who were able to mount the most serious challenge were Runyard, Rapp and Blackwell, the 17-year-old tiger who threw his Husky around the slippery course with great audacity. Blackwell, who had blown his engine during an earnest practice session, had to display his talent for the remainder of the day on spare parts and guts.

In the first heat for the "big boys", DeSoto gave the large crowd lining the track an idea of just what to expect for the remainder of the motos as he finished in front of Rapp, Runyard and West. But in the second go-round, the "Flying" one tossed the money sack — with his name already on it — smack into the pit trees, and up for grabs.

What had happened was this: DeSoto was enjoying a fairly lengthy lead in the opening laps of that second event for the Open equipment, when suddenly Runyard shook looose from the rest of the pack and was closing ground so swifty on DeSoto that it looked for all the world like Silky Sullivan — the eighty-length-from-behind racehorse that was around a few years ago — had finally convinced his pooh-poohers...!

The flying Hawaiian, John DeSoto.

DeSoto's gas petcock had come loose and every time he put that roaring machinery of his sideways over a jump, his leg would shut off the fuel. Not EVEN DeSoto can win one that way so Runyard zipped on by for the victory, DeSoto 2nd, Rapp 3rd.

When the last heat for the pros got to the start line the nuts, bolts and petcocks on DeSoto's bike were tighter than the cap on a jug of glue. And when the green flag flew, spectators got the idea that Johnny was angry at something or other. Cutting his second lap at two minutes, one second — about a minute faster than the course record had been — he awed the crowd with his fantastic display of total moto savvy: staggering leaps through the blustery wind; caroming from the sides of steep banks; full-lock slides around tight turns. He had it all together; Runyard finished 2nd, Blackwell was 3rd.

The Open Senior winner was Bryar Holcomb, scoring one of three grandslams of the afternoon on his new-sponsored Greeves, as he turned back Dick Bevans, Tom Zahnter, Mike Bast (who also had a blown engine) and 25 others.

The 250 Senior events were dominated by the super-swift Ricky Shirey, sponsored by Dick Allen's Newhall Yamaha, as Rick Allen's Newhall Yamaha, as Rick exploded for a couple of wins and one 2nd.

Wayne Sullivan rode out a grand slam against the Div. B 250 Juniors, as he out-finished Joe Bonello and Bill Stanley.

Harry Everets (Puch), the Belgium National Champion, grabbed the 125 Senior win as he zipped to three hard-fought victories over Bryar Holcomb. Hercules Distributing and the Puch factory brought their two fine riders to this country for the Dunes Classic. Everets and Christian Governeur were a complete show by themselves.

(Results on page 20)

VALENCIA, CAL., Jan. 1, 1971 — A three-day sand scrambles exploded into the biggest weekend of motorcycle racing ever held at Indian Dunes Park.

Palm Springs weather again prevailed as 200 scalp-hunting racers gathered on a track which had been meticulously manicured by event promoters Ernie Alexander and George Conrad. This time the course was bone-dry and rocket-fast.

In a combined Open Am-Ex-Novice go, the seasoned Gene Fetty tangled with the throttle-stretching Johnny Rice, and Rice ended the day with more troubles than a cowboy on a burred bronc.

Rice went down in one turn so hard that the ground got hurt. He was so far behind the rest of the troops at the starts that it would have been luckier if his engine had blown.

But good riders are good, because they've learned to float in a rising tide without water wings. Rice wouldn't have quit if he had had an attack of appendicitis. By the time he got that big dude of his in fifth gear, the racers that he went smoking past must have thought they were still in low.

Responsible for smooth and rapid victories in both the 125 and 250 Am-Ex. slugfests was a whirlwind named Dave Rodgers.

Wayne Cook trounced the 100cc Novice bunch. While Jeff "The Wrecker" Wecker continued his "Dunes" win streak as he punctured the balloons of 36 swift 125 novices.

A field which contained 52 eager 250 novices, tugged, grunted and wrestled their machinery around the course for the better part of an hour, and when it was going into the books as a final, most of them wouldn't have been able to spot their leader — Bill Barker — with a 60-power telescope.

(Results on page 20)

HRA Starts '71 MX

By Gary Schmythe

HUNTINGTON BEACH, CALIF., Jan. 3, 1971 — Snow capped mountains to the east and south, a bright blue sky, brilliant sunshine and a wind cold enough to send a polar bear in search of his long-johns was the setting for the opening of H.R.A.'s 1971 motocross season.

The 100 Novice was protested, so check the results to see how it was resolved.

The 125 Novice found Ray Lopez holding his Rickman in front of B. McDougal and putting on a real show doing it. G. Messick and Chuck Justice fought for the third and fourth spots.

The combined 100 and 125 Expert was a real slam-bang affair with Randy Meyers (Bul) edging out John Townsend for the win and John McRoberts going for third.

Another of those combined affairs was the 250 and Open Expert, here Danny Hockie worked his way up through the pack on his finely tuned Ossa to win. G. Young, Marshall Jennings and Gary Wells, all Husky mounted, did their thing for the next three slots.

Ray Lopez drew three of a kind on that screaming Maico in the 250 Novice for his second overall win of the day. Dick Bensen took second and Martin Chokany third.

Open Novice's Tim Uschyk (Hus), and R. Remelin (Hus) staged a real battle of it. Uschyk took the win with Remelin second. Third went to Bob Madden (C-Z).

H.R.A. has set the month of January aside as motocross month with motos to be run every Sunday.

(Results on page 20)

Parts & Accessories

CONLEY 250/360
Down Pipes — $49.95
Unbreakable front fender with bracket $19.95
Folding foot pegs $25.95
T/S MOTORS
1049 W. Mission, Pomona, Cal. 91766 714-629-8642
Dealer Inquiries Invited

★ PUMFREY BULTACO ★
the Rider of the Week team
★ ★ Steve Markowitz ★ ★
21819 Sherman Way
Canoga Park (213) 887-7696

WANTED: DIRT RIDERS
2 & 4 strokers, competition club now forming at Maywood Honda, 6101 S. Atlantic in Maywood. Next meeting Jan. 21st. 7:00 PM free coffee & doughnuts.

We sell & service the BEST PREPARED MAICOS you can buy anywhere!
AMERICAN MOTOCROSS
1320 E. ORANGETHORPE FULLERTON CALIF. (714) 870-4997

STEEN'S POWER PARTS SPORT CENTER
COBLO BOX 2276C ALHAMBRA CA.
RICKMAN
CERIANI
HODAKA S & SS
MAGURA
FILTRON
STEEN C
SIMICHROME
TACO MINI-BIKE
SUPERGOODIES!
INFORMATION PACK - ONE DOLLAR PPD.

HUSQVARNA
Distributed by
Med-International 4790 Palm Ave., La Mesa, Calif. 92103

Quality Competition Apparel
JT racing imports
P.O. Box 344, Dana Point, Ca. 92629

Free MX Boots & Gloves
with purchase of new CZ
$75.00 value
South Bay Motorcycles
213 S. P.C.H., Redondo
(213) 379-3344

cyclesports park
$3.50 admission
$2.50 advance
kids under 12 free!!
25 bikes per class
so enter now..$5.00
$600 purse JAN. 31st $600 purse
TOP U.S. MOTO-X STARS
JOHN DeSOTO & DICK BURLESON
250cc EXPERT FEATURE & 250-OPEN JR.
for tickets and info:
cyclesports Inc.
2121 HAROLD
HOUSTON, TEXAS
77006
ph.(713) 523-3741
motocross

Fun Guaranteed In Riding

By Ron Schneiders

SADDLEBACK PARK, CAL., Jan. 10, 1971 – To see American riders compete successfully in international competition is the dream of many American motorcyclists and sportsman. It is a dream that is admittedly far in the future, for in every area of cycling competition our riders are not the equals of those overseas. One of the reasons for this is that our riders do not have the opportunity to experience and learn from top competition. Our riders compete mostly among themselves and the level of ability rises very slowly or not at all.

In trials, a form of motorcycling sport that has all style, tradition and grace of a bullfight without the gore, the situation was the same as in other branches of the sport until a few years ago when trials master Sammy Miller came over here and lit a fire under some of our trials enthusiasts. A dramatic leap in general level of ability followed that visit, but of course one visit, even by Sammy Miller is not enough. Our top trials riders must get to Europe, where the action is, and compete with the acknowledged best. The question is, how?

One club, the Plonkers, have answered that question by staging an all out effort to send two top trials masters to Spain for the annual Spanish Trials Championship, one of a number of such events that are staged around Europe and Great Britain for the purpose of determining the world champion of English Trials. Central to the fund-raising effort was Sunday's event, fittingly called "El Trial De Espana." All of the profit from the trials is to be used to send Bob Nicholson and Kevin Walker to the Spanish trials.

Normally the profit from an event of this type is not very large because what comes in usually goes out in the form of trophies to the various winners. The club, realizing this, solicited trophies from the people who make the most money from the sport, the bike manufacturers. They were wildly successful. Ossa, the company that makes the club's namesake contributed some beautiful cups. Doug Yerkes, head of Bultaco Western, contributed some trophy-models of Spanish galleons. Some fine silver trays, intricately engraved with a motorcycle scene were the gift of Permanyer S.H., which somehow translates to the Montesa factory. But the most spectacular trophies were those donated by a Spanish motorcycle magazine, Motociclismo. These were two swords made in the famous Toledo steel works, which makes them about the best money can buy. Each sword was about 4 feet long and beautifully engraved.

Although the trophies guaranteed a good turnout for the trials, the entry fees alone were not enough to furnish the needed bread, so a raffle was held at the same time. First prize was one of Steen's newest products, their F-100 minibike which has a retail value of somewhat over $400. It was won by Don Williams. Somewhat overshadowed, but still worthy of mention was the second place raffle prize, a pair of Full Bore books from Yankee. Chuck Cooper of Lakewood won these.

The trials was engineered so that everyone could ride and, at least in theory, have a fair chance to win some of the gold. There were classes for Experts, Amateurs, Novices, Women, Kids and Press. Since all classes except Press and Experts rode the same traps, the level of difficulty was something of a compromise. The Experts and Amateurs also rode the same course, but they had a couple of more difficult traps to negotiate as well. The Press section had a completely different set of traps which were run through after the main event.

The course for the main trials consisted of 14 total sections which were to be ridden twice. Most of them were fairly easy, laid out in typical Saddleback sandwashes. One section was a fairly long, straight line hillclimb which put rather more emphasis on horsepower than riding skill, but no one seemed particularly bent out of shape about it. Another section was a curvey little gem first laid out by Mike Jackson's crew for the Press Trial of a month back. A little more originality might have been in order for an event of this importance, but perhaps I'm nitpicking. The special sections for the Experts were laid out in the grove of trees adjacent to the picnic area, in a kind of ravine that has seen about 1,000 or so different traps. There seem to be almost limitless possibilities for new traps, and each new set becomes more difficult than the last. Even Trials Master Bob Nicholson, who was riding unofficially, managed to fall a couple times in one of them. They were tough.

Most exuberant winner was first place novice, Charlie McHose, who looked so happy that I asked him if it was his first win. "No," he grinned, "it's about my third." I asked him how he liked the course. "It was pretty easy but there were two tough sections. One was that long hill." Charlie has a perfect score, no lost points! First place Expert was L.S. Lebitt, whose score was minus four. First Amateur was Lonny Ortiz with -12.

The very beautiful sword of Toledo went to the top woman rider, Amateur Carol Stone. Carol did not ride in the Women's class. That class was won by Barbara Wilson with -21. First place in the kid's class was Brian Mayercell.

One kid got a real surprise. Jim Wilson, whom most people know as a motocross star, actually started his career as a trials rider. To encourage other youngsters to start the same way, he instituted a perpetual trophy about four feet high to go the Best Young Rider each year. This year the trophy was won by 16 year old Mark Eggar, who only managed to gulp, "Thank You!" About that time the announcer called for a ride-off between the riders in the novice class who were tied for third place. There were five of them including Malcolm Smith. Malcolm Smith?!

First place in the Press class went to Tony Murphy, editor of M/C Sport; in a fiercely contested battle he managed to beat out such stalwarts as Joe Parkhurst and Chuck Clayton. Tony is our hero.

I asked Bob Nicholson, who was one of the beneficiaries of all this, how he expected to do in Spain. "Better than I did today," he said. "Actually, we don't expect to do too well, but it's sure going to be a fun ride. We'll learn a lot and see what the guys are riding there."

The Plonkers wish to thank all of those who helped by donating trophies, but their special thanks goes to the Lockeed Recreation Club whose 25 members spent the day checking in the traps. It's a precision job and they did it well.

(Results on page 20)

Watch out Sammy Miller.

Kevin Walker shows how it's done.

"It's only one dab!"

Photos by Ron Schneiders and Ron Szilagyi

San Diego Trials

SAN DIEGO, CALIF., Dec. 1970 – Master Bob Nicholson turned in his usual sterling performance by losing only seven points and successfully defended his title as the top San Diego Trials Rider. Finishing second and third in both the final event of the season and the year's standings were Kevin Walker and John Walters.

Bill Smith and Vic Conoway, going into the final event with only five points separating them in the overall title in Expert, had a "photo" finish; Conoway nosed out his competitor by one point.

Amateur class results showed Bill Robertson and Lonni Ortiz were tied with 2 points lost and a ride-off ensued. When it was over, Ortiz held a one-point victory. John Woodruff lost seven but settled for third.

Clements Holds Off CMC Opponents

By David Swift

IRVINE, CALIF., Jan. 3, 1971 — The brand new season for the California Moto-Sport Club started out with less of a bang than one would have expected. That is, most of the "biggies" were elsewhere when a genuine gathering of the tribe should have taken place. Those who came romped and bounced about the new Saddleback course with much aplomb, the alternative being acute thermolysis (freezing).

Billy Clements was among them, aboard his 360 Husqvarna. Giving a sterling performance in all three motos by taking a 10-second lead in little time, he then settled back at a leisurely pace.

In the final race, however, he looked a bit startled to find Bob Hershey's CZ suddenly appearing from nowhere to challenge for the lead. The most startling fact is that the bike, a 250, was not supposed to be in the race and Hershey was not the rider. Rocky White, who dominated as a 500 Intermediate and beat nearly all of the Experts, said that the unidentified rider "nearly knocked me over." A later report held that the same jerk actually did cause Ron Bunn, second race, to fall. Needless to say, Hershey was disqualified for the day after he finished second overall in the 250 Expert division. Even though he wasn't the rider, it was his machine.

Clements didn't quite duplicate his other ride when it came time for the 250's. He won the first moto, but got knocked off his machine while tailgating in a turn during the second round. A strong comeback plus an inordinate number of crashes by the others gave him a fourth. In the finale, Clements lost control completely and knocked his wind out. Meanwhile, Bill Urban cut some quick laps with Hershey and soon left him in the dust. When it was over, Urban had tallied up the most points and Clements, somewhat farther behind, took over the officially-vacated second spot.

Pat deBenedetti brought only his Penton along and came durn close to cleaning up the 125 Expert class. With two wins to go on, he began moving towards the front, as usual, in the last race. A slight miscalculation involving another rider, however, sent him towards planet Earth in a most unpleasant fashion. Pat rebounded with a splendid ride, moving up some 10 places for a third and an overall victory.

Virtually everyone took at least one dump on the new circuit, due mostly to the fact that the turf resembled cold oatmeal, thanks to the incessant rains. Still, the course is the most motocrossish that Saddleback has seen recently, thanks to the efforts of Stu Peters and Kelvin Franks. This particular Sunday was a bit of an anti-climax what with it being the opener and all, and this was primarily caused by the ridiculously chilly weather. But things are gonna get hot this year.

(Results on page 20)

CRACKDOWN BEGINS TO LOWER CMC ENTRIES

By Dave Swift

CARLSBAD, CAL., Jan. 10, 1971 — A whopping 560 entrants kicked off the first meet of the Steen's Metisse Trophy Motocross Series today and it resulted in the CMC becoming less lax about its rules for entries.

Out of the entries, 183 arrived by mail on time and the rest, nearly 400, arrived late. This, said CMC veep Kelvin Franks, makes it very difficult to return the entries. He added more people were turned away at the gates, making for even more ill feelings.

"All we can do is be hard-nosed and shut the late ones out from now on," Franks said. He also stated that in the remainder of the series all entries will be by mail only — no exceptions — and even then entries may be turned away if a pre-determined rider limit is reached in a specific class. The class size will be in proportion to its current popularity.

Because of the huge entry list, hundreds of Juniors got six laps of racing for their $5 entry, creating even more upset riders.

As for the actual racing, things were a bit rosier. Two Europeans from Puch's works were on hand and probably got a better race from the locals than they expected. Jim Beauchamp got in front of Belgium Harry Everts in the 125 Expert and fended off the attack in stride.

The next round saw Beauchamp off to a bad start but Pat deBenedetti took the lead. DeBenedetti, Everts, and works-rider Christian Govverneur scrapped for a lap and deBenedetti fell out of the lead with a sick bike. Everts honked on while he teammate finished third overall. These two chaps are quite bashful because they know no English but they certainly will be fun to watch while they are around until March.

John DeSoto pulled a coup in the 500's to no one's surprise. Mike Runyard did a brilliant job keeping DeSoto on his toes in the second moto and took third for the day. Jim West and his Ajay were also close with his efforts earning a second.

In the 250 Experts, Billy Clements and Tom Rapp traded 1-2's each time for a tie. Anyone who saw these two get it on would really holler for one more race!

The Steen's series ends on March 28 with 6 races and the high-point non-expert will get a nifty Micro-Metisse. Then everyone is eligible to win leathers, Bell helmets, tires, and oil, all the way down to 25th place. Better get that entry in early.

(Results on page 20)

Belgium rider Harry Everts on way to 125 Expert win.

Runyard, Tripes Win Finish

By Rich Hoffman

CARLSBAD, CALIF., Dec. 27, 1970 — With conditions so good, the day was filled with some excellent racing, including "Downhill" Pat deBenedetti (Pen), who left everyone far behind in the 125 Expert Division. Marty Tripes (CZ) and Tom Rapp (Bul) were both outstanding in the 250 Expert Division, with Tripes getting one of the better rides of the day, as he overtook CMC No. 1 Rapp on the long downhill, passing him like he was standing still.

Over the remainder of the course it was a close race between these two expert riders, but the downhill was where the race was won, as Tripes did another "deBenedetti" on the downhill to capture his second moto of the day and first overall in the 250 Expert Division.

Montesa mounted Mike Runyard and G. Harris fought it out in the 500 Expert Division, with Runyard taking first overall in fine style.

Randy Perry (AJS) made it two in a row as he won the 500 Jr. It's interesting that Randy had been riding another make of bike until a few weeks ago with little success, but since the change he hasn't lost a race.

Although entries were lower than usual — about 170 total — the racing was good and everything was run smooth and fast. Congratulations to the CMC for a fine 1970 season; continued success for 1971.

(Results on page 20)

Va·le·ri·an's Two Cy·cle City Ltd /və'lir-e-ən's/ 'tü/ 'si-kəl/ 'sit-e/ ltd/ *n.* a motorcycle shop. Known to deal in sales, service, parts and accessories for such well-known two-cycle machines as Husqvarna, Penton, Suzuki, Jawa, CZ, Montesa, MZ and Trail-Hoppers. Distinguished by a large, unusually complete inventory of Torsten Hallman leathers, boots and helmets. Also known for free piping hot coffee and warm, non-pushy service.

Valerian's
Two Cycle City, Ltd.
10673 West Pico Boulevard — at Overland
Los Angeles, California 90064 — Telephone: (213) 475-4541
Sales — Service — Accessories — Parts — Motocross Leathers
HUSQVARNA • JAWA/CZ • SUZUKI • PENTON • MZ • MONTESA • TRAIL-HOPPERS
open monday through saturday

We service what we sell
HUSKY BMW SACHS
parts & accessories
BMW Specialties
411 West Whittier Blvd.
Montebello, Calif. 90640 (213) 724-9474

Mike Patrick's
YAMAHA of CORONA
1101 E. 6th St. — Corona
(714) 735-7721

BULTACO
-ONLY-
ALL NEW MOTORCYCLES SOLD WITH FACTORY WARRANTY
Dyno Tuning & Custom Engine Work
Steve's BULTACO
7627 Van Nuys Blvd. 780-6300

Floridians Race For Beer?

DAYTONA BEACH, FLA., Jan. 8, 1971 – The upcoming first annual Winter AMA Motocross Series, a unique seven-event motorcycle program limited to the state of Florida, took on added significance recently when the Falstaff Brewing Corporation announced an impressive list of special Falstaff awards for the winners of the two competition classes.

The $12,150 series opens in Orlando, Sunday, January 24, and closes at Daytona International Speedway, Saturday, March 13, during the 30th annual Daytona Motorcycle Classics. Riders will be competing in three 250cc and Open classes.

Falstaff will award winners in each class Rolex watches and $500 in cash. The second-place riders will be awarded $200 and third place finishers will receive $100 each from the Falstaff award program.

S-K Tool Division of Dresser Industries has also joined the list of firms participating in the contingency awards for the series. Chief mechanics on the class-winning bikes will each receive elaborate tool sets from S-K. Falstaff and S-K awards will be made following the final event of the series in the Daytona victory lane.

The series moves from the Orlando opener to Jacksonville for a January 31 event. St. Petersburg, February 14, Tallahassee, February 28, will follow. The competition moves to Ft. Pierce, March 7, before coming to Daytona for the finale.

Gary Bailey will host a motocross school on the Saturday before each event in the series.

Point Freezes Over

By Dave Brown

APPLE VALLEY, CALIF., Jan. 3, 1971 – A 33-degree high temperature did not persuade 232 motocross riders from sitting home today and the kickoff for the 1971 season at Deadman's point was a success.

The 100 Intermediate class once again fell to rapid Ed Irsic aboard his potent Honda while Craig Lee pumped his Van Tech Yamaha to a 100 Senior win.

DeWayne Jones mounted his brother's Yamaha and proceeded to top the 125 Sr. class. It was his first visit to the Point and he quickly mastered the tight course.

CZ rider Dennis Dickens outpointed Mike Faulkner for a 250 Intermediate victory as did Rex Staten to Ron Peterson in the 250 Sr. For Peterson, it was his first go on a new CZ and when he gets used to it, there'll be some hot competition in this class.

The 500 Intermediate win went to K. Markling (Hus) as B. Rhoades, also Husky mounted, took the 500 Sr. class.

Junior class winners included J. Carmelle (100 Div. I), D. Sanchez (Div. II), W. Pollock (Div. III), T. Gillett (125 Div. I), V. Peterson (Div. II), S. Bebeck (250 Div. I), L. Ramsey (Div. III), S. Ellsbree (500 Div. I) and R. Van Santan (Div. II). S. Jackson and M. Thompson tied for first in 250 Div. II.

Next DMP races are set for Jan. 17 with, hopefully, warmer air.

(Results on page 20)

BURCHAM IS TOP SO. CAL. ENDURO MAN

Topping the list of 245 riders who earned points in seven 1970 District 37 Enduros is Rickman rider Gene Burcham. Burcham scored 517 points, edging out Bob Steffan, who rode Yamaha and H-D brands to second place overall with 444 points.

Burcham was actually the points winner in 1969 as well, but a computing error awarded the high point trophy to Phil Turgeson, who was the lightweight high pointer that year, according to points steward Bill Adams.

Third place in the standings is Lyle Taylor, who rides a Triumph TR-6, making the top three a sweep for Shamrock M.C. members. Fourth is Dave Evans, who rode Yamaha, and fifth is a recent arrival from Northern California, Bill Ocheltree, a Greeves pilot.

Riders placing from 180 to 245 are listed with only one point, owing to a scoring system that will be changed this season, according to Adams, to better separate the relative abilities of the riders.

(Standings on page 21)

FORMS LAND USE COMMITTEE

LONG BEACH, CALIF., Jan. 9, 1971 – One of the most timely moves by the Motorcycle Industry Council was the decision to form a Land Use Committee and the appointment of John Taylor to the post of Chairman by E.W. 'Pete' Colman, the Council's President.

The members of the Land Use Committee have been selected for their familiarity and involvement with off-road riding. The Committee members are Alan Masek, Russell March, Bill Gleason, Paul Ditzel, Tom Sargent, Bob Hicks, John Larsen, Ron Sloan, Paul McCrillis, Chuck Clayton and John Wycoff, plus six as yet unnamed Regional Directors.

One of the first things the committee tackled is the current crisis of off-road land restrictions in California. (See front page.)

TT TOPPERS IN SOUTHLAND

Jim Harmon, Ray Vanderpool and J. Chittwood easily garnered season first place trophies in the Dist. 38 TT standings for 1970. Harmon collected 742 points to out-distance second place R. Ribley's 510 in Open competition; Vanderpool's 725 in 250 action aced Sal Peluso's 514 effort and Chittwood finished with nearly a 300-point gap ahead of R. Roloff, in the 125 class. These three will be among those honored at the District's Feb. 6 Sports Committee Banquet at Sea World's Atlantis Restaurant in San Diego. (Top 10 in each class in results, page 20.)

MARTINO NUMBER 1

Whitey Martino captured the hotly-contested Dist. 37 Heavyweight Desert crown for the second consecutive year as chief rival Rich Thorwaldson stepped down from his year-long lead at the last minute. Thorwaldson, plagued with flat tires during the year's final runs, accumulated a mere 65 points less than Martino's 2355 total. The top two riders each had 25 finishes with scoring based upon the best 20. The remainder of the Top 10 can be found on page 20.

LIGHTWEIGHT HEAVIES

Experts Tom Poteet and Wes Anderson Jr. laid claim to the top two positions in the final points total in Dist. 37 Desert Lightweight standings and will wear those numbers respectively this year. Poteet collected 3480 points to Anderson's 3000. Surprisingly, Eric Jensen powered his 125cc Sachs to a third place overall with a total of 2590 points. The top 50 can be found on page 20 and the remainder will appear in CYCLE NEWS in the coming weeks.

Try And Top This...

Sand caused throttle slides to stick on many machines competing in last month's start of the three race series to determine the Eastern Washington Hare Scrambles Championship at Pasco, Washington. One, Mike Burress (175 Kawasaki), seeking repairs to halt the problem, must have decided it wasn't his day. After the assistance rendered, the throttle stuck open again and the kill button wouldn't work. He stuffed it in gear to kill it and the "THING" leaped in the air, threw itself against a Ford wagon and bounced off a Chevy before coming to a rest. Burress survived but the remains of the bike are scheduled for burial soon. Submitted by Jeanne Friestman. Results of the races on page 20.

CHOPPER FRAME

International Motorcycles Incorporated is now producting a strong 19 lb. chopper frame using aircraft assembly production techniques. The triangulated design made of titanium-based chrome molybdenum has a neck rake of 10 degrees over standard and accepts all engines of 450cc and up. The frames, assembled by the same brazers responsible for the Brabham-Lola chassis and other Grand Prix cars, combines nickel-bronze brazing. The aircraft assembly techniques is said to make the Colin/Lyster Chopper frame far stronger than welded frames. Frame accepts standard 650cc Triumph head race bearings and rear wheel. Suggested retail price is $295.00. I.M.I. also manufactures a complete selection of engine adapting plates, fuel tanks, seats, alloy oil tanks, and other accessories for this frame and other custom and competition motorcycles. For info and/or "Dynamite" catalogs write – 1470 Manheim Pike, Lancaster, Pennyslvania.

ENVIABLE RECORDS

In the last 14 years, Dick Mann has been in the Top Ten of the AMA Point Standings 13 times; was No. 1 in 1963 and finished 12th in 1966.

In 1935, Oscar Lenz barely missed a perfect score of 1000 points at the second annual AMA National Championship 500 Mile Jackpine Enduro at Lansing, Michigan. His total of 994 is still a record nearly tied in 1963 by Bert Wieland who scored a 993.

AMA NATIONALS

Jan. 29	Houston, Tx.	20 Lap T.T.
Jan. 30	Houston, Tx	25 Lap S.T.
Mar. 14	Daytona, Fla.	200 Mile R.R.
Apr. 25	Atlanta, Ga.	125 Mile R.R.
May 2	Cumberland, Md.	20 Lap ½ Mile
June 5	Louisville, Ky.	20 Lap ½ Mile
June 13	Loudon, N.H.	100 Mile R.R.
June 20	Terre Haute, In.	20 Lap ½ Mile
June 27	Columbus, Ohio	20 Lap ½ Mile
July 5	San Joe, Ca.	20 Lap ½ Mile
July 11	Kent, Wn.	100 Mile R.R.
July 17	Castle Rock, Wn.	30 Lap T.T.
July 24	Ascot, Ca.	50 Lap T.T.
July 31	Livonia, Mi.	20 Lap 1 Mile
Aug. 13	Santa Fe, Il.	25 Lap S.T.
Aug. 15	Jennerstown, Pa.	20 Lap ½ Mile
Aug. 22	Mt. Pocono, Pa.	100 Mile R.R.
Sept. 5	Talladega, Ala.	200 Mile R.R.
Sept. 12	Nazareth, Pa.	50 Lap 1-1/8 Mile
Sept. 25	Ascot, Ca.	20 Lap ½ Mile
Oct. 3	Oklahoma City, Ok	20 Lap ½ Mile
Oct. 17	Ontario, Ca.	200 Mile R.R.

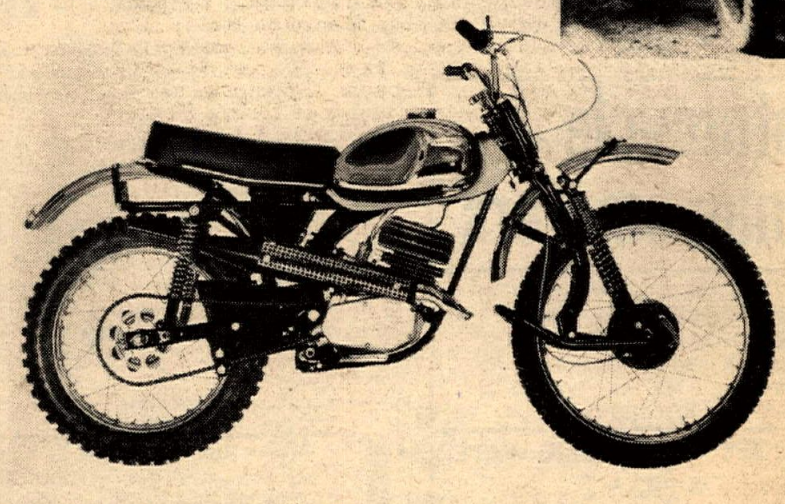
PEACE BE UPON YOU

District 37's new sign for 1971 cards and number plates ia a peace insignia inside a knobby tire. Creator Lynn Wineland explains the meaning as denoting the new noiseless image that much AMA motorcycle racing will have this year. It means "Peace on Earth, good will toward motorcycles." District license applications are now available from local dealers.

The winningest 125 in the West

Dec. 6,1970

Saddleback Inter Am
125 Senior Class
1st Gene Cannady - SACHS



When you're the winningest 125cc motorcycle, there has to be a reason. We know ours: Reliability, Dependability and Power combining for the winningest performance.

SACHS
TIME FOR A CHANGE

Appearing Soon in Winners Circles Everywhere

CYCLE CITY
SUZUKI TRIUMPH
34198 Coast Highway
Dana Point, Calif. 92629
(714) 496-1001
South Orange County Triumph Headquarters

ALTA
WORLD'S FINEST
Ultra-Lightweight
Trials Bike $575.00
(714) 286-1001
Available Now
SAN DIEGO ALTA SUZUKI
4825 El Cajon Blvd. San Diego

MX RIDERS
Hard time getting parts and accessories?
WE STOCK EM!
University Honda Bultaco
Kawasaki & C/Z
5908 Roosevelt Way NE
Seattle Wash 98105
SEND FOR FREE CATALOGUE

Cycle News North

HIGH MOUNT OVERFLOW

The Cal Poly Penguins M.C., sponsors for the Feb. 14 High Mountain Enduro, was smothered by more than 1000 entries postmarked in the morning of Jan. 5, the first day entries would be accepted. A limit of 500 participants was set last December and, says the club's president, "even though many people got their entries in as early as possible, they'll be upset when they learn they weren't in time." The mail entry acceptance dates were planned for one week and it is now expected that the club will turn away approximately 2000-3000 entries.

Stockman Stopped?

By Bruce C. Young

SACRAMENTO, CALIF., Dec. 20, 1970 — Ron Stockman would not let the mere loss of a gas tank spoil his 250 Am-Ex. overall win moto bid at today's motocross events at Cal Expo sponsored by Dirt Diggers North.

Stockman, riding an AJS for Cycle Speed in North Highland, lost his tank in the second moto and had it taped on again between laps before he fell during the latter part of the race. Failing to succumb to this mishap, he proceeded to push his machine across the finish line. With all the problems, he still managed the overall win. Ray Atkinson won the Amateur class.

Steve Doll, one of the finer 125 Novices in this area, was not as lucky. After winning the first two motos in Division II competition, Doll fell at the start of the third and broke his leg. With Doll now out of contention, Henry Leslie gained the overall win.

Bill Deprato (Am) and Greg Hubbs (Ex) put on the best battle of the day while competing in the 125 Am-Ex. class. Deprato, riding a new Penton, came out on top in the tight races.

Other winners were Jon Boyette (100 Nov.), Keith Wiggons (125 Nov. Div. I), Howard Hendrix (250 Nov. Div. I), Skip Doolittle (Div. II), Richard Richardson (Open Div. I), Gary Ceo (Div. II), Robert Hastan (Open Am.), John Hearne (Open Ex.) and Bob Norris and Jim Cutts (Dinosaur).

(Results on page 20)

NEVADA ACES

Overall Season Point leaders were announced recently for the MRAN association of Nevada and Expert Casey Folks took the Sportsman of the Year Award. Folks also topped the list of riders in the 0-125 class ahead of Pat Friel and D. Stadlander. Amateurs took the top three places in the 126-250 class with the performances of L. Dorf, Tony Cook and Dave Laca. Max Switzer led the 251-Open class with Kim Wolfe and Tom Sacles second and third respectively.

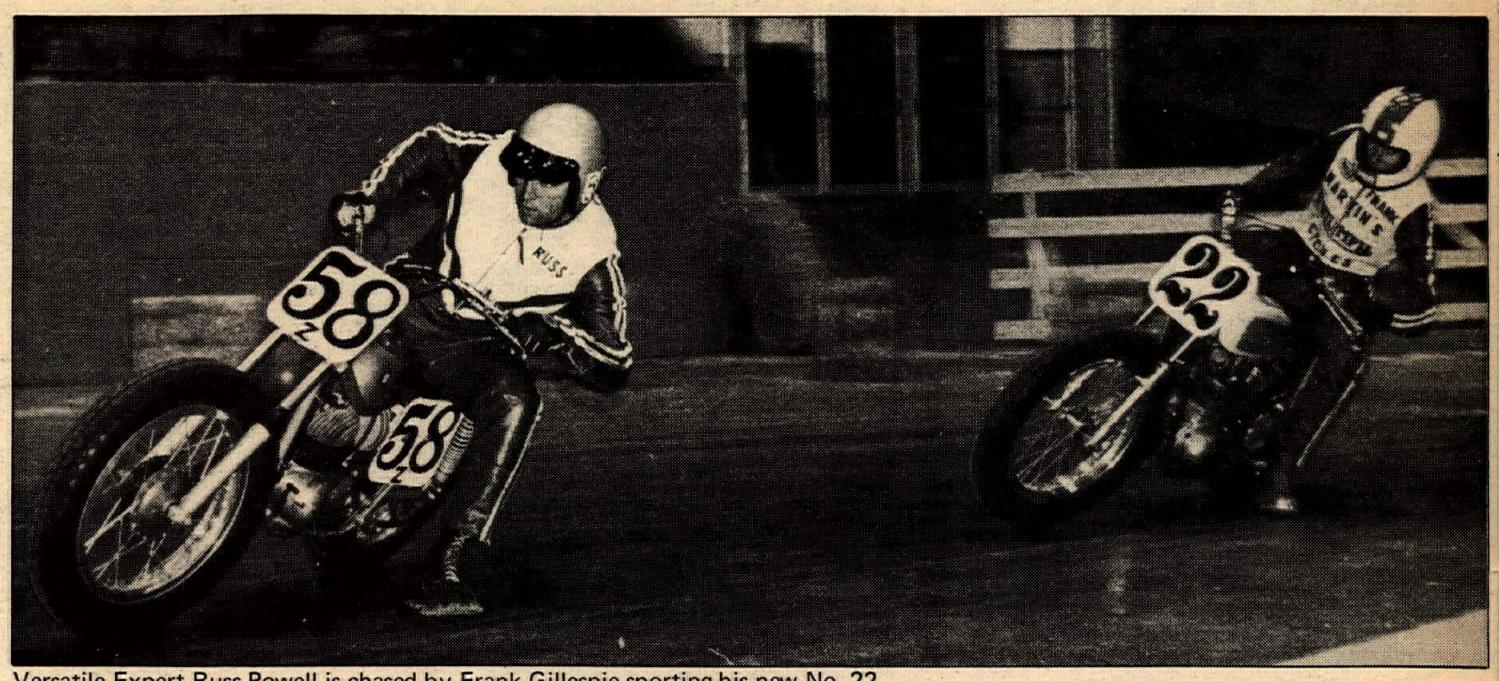
Motorcycle Dynamometers

- ENABLES ACCURATE DETERMINATION OF TORQUE & HORSEPOWER CURVES
- ACCOMPLISH ENGINE FINE TUNING
- CONTROLLED ENGINE BREAK-IN
- PERFORMANCE TESTING OF ENGINE MODIFICATIONS

INCLUDES: HYDRAULIC WATER BRAKE & FRAME
- UNIVERSAL MOTORCYCLE SUPPORT STAND
- GAUGING
- INSTRUMENTATION

A COMPLETE SYSTEM $485.00

HANSON ENGINEERING CO.
P.O. Box 2354, Canoga Park, Cal. 91306 (213) 883-4570



Versatile Expert Russ Powell is chased by Frank Gillespie sporting his new No. 22

COW PALACE TO KENYON

By Bill Spencer

SAN FRANCISCO, CALIF., Jan. 2, 1971 — Al Kenyon started the year right. He earned his Expert plate and at his first race, he drew a full house — heat race win, semi win, trophy dash win and the best of all, the 15-lap main event.

What with the Yamaha Silver Cup moving to the Madison Square Garden in New York City and a short track national at the Houston Astrodome, all in this month of January, Kenyon could surprise the steady troops on the national scene, and become racing's biggest money winner.

The Kenyon Racing Team also fared well with five of the ten main event entries involved and the first three to take the checkered were Kenyon sponsored. This combination of riders and machines has thoroughly dominated the indoor racing scene these winter months and the team will be a tough combination to beat in the new year.

The night's action consisted of 85 riders in ten qualifying heats, which was a lower than normal entry as many of the regulars were without 1971 licenses. Jim Odom wanted to run in preparation for the Madison Square Garden event, but referee Masterson had checked with the AMA in Ohio and had a list of those applications received. Odom was not on the list. Some claimed to have sent in their requirements as early as October and still had not received their licenses.

The four fast qualifying heats were scored by Dave Hansen, Kenyon, Mike O'Brien and Bill Morgan. Interestingly enough, this consisted of a national number, Expert, Junior and Novice, respectively listed.

Kenyon's qualifying was fastest at 57.63 secs. so he led off Heat One and took it easily on his new short track Bultaco.

Novice Mike O'Brien took a fast break from the start to lead Jeff Hammond and Chal DeCecco to the checkered in Heat Two.

Al Ludwigsen capitalized the third heat with a fast jump in front of Bob Scally and Bill Morgan, who remained quite close to take 2nd and 3rd. George Carter brought up fourth spot after a battle with Len Hatton who wound up in the hay bales.

Dave Hansen, sporting his newly won national number, ran away with Heat Four.

In the semi's, Kenyon was again fastest but by only .14 secs. over Hansen's time. Morgan was eliminated when his front end washed out and Russ Powell made the last transfer to the main while regaining his "Black Bart" image when he downed another rider he was passing. It was all part of racing and unintentinal although some of the nearly 1,700 paid spectators booed and hooted.

Expert Terry Sage won the 10-lap consolation event with a raging battle following. Frank Gillespie, Les Costanza and Steve Foster were all battling for second with Gillespie finally appearing to have it packed in. But as usual, just when you think it's all sewed up, something happends, and in this case Gillespie, all of a sudden fell off the pace and finally ground to a halt with the rear wheel locked.

Examination showed that the rear disc had frozen under extreme heat and pressure and locked everything up.

(Results on page 20)

Last Minute MX Course Spells Trouble For Many

By Bill Spencer

LIVERMORE, CALIF., Jan. 3, 1971 — On a very clear and ever-so-cold Sunday the Stockton M.C. rented a portion of the 1600-acre Carnegie Cycle Park to put on a motocross. Track layout was decided by those assembled, and after much bickering a course was laid out, or perhaps up would be a better preposition.

Many riders went off to ride other parts of the park as they didn't like the layout while others just shook their heads and got in line for practice.

The course resembled a short hare scrambles layout with a super-long mountain climb that saw as many lightweights fall back down as made it up. The course then turned back down hill, switched back up hill, went cross country, down hill and through a short series of TT turns, jumps and back up the hill.

Mike Renslow, from the Hayward M.C., rode his TT PurSang to a very decisive victory in the 250 Expert class over Ron Miller's Husqvarna. Renslow's ride was right on the ragged edge with a very fine style in handling the hills. The uphill sounded like he held the throttle at 10,000 rpm, downshifting from third to second at the steep point and then picking up third again. All this time, touching the ground only about every ten feet.

The Hayward club got the most trophies for the day as Bill Scarlett easily won the 125 Div. II moto and Dan Dawson took a third in Div. II of the 250 Novice class.

(Results on page 20)

Ray Hinson, Team manager for Charley Brown Racers.

Motocross Engineers are exclusive U.S. Importer for Arthur Browning English Racing Leathers. Most flexible, abrasive resistant chrome tanned hide. Weight of garment is 1 3/4 pounds. Fully lined with red Nylon, elastic crotch and reinforced fly seam. Velcro leg fasteners (no more zipper pinches). Color is black with yellow/red, yellow/blue or yellow/green side strips. Sizes: 32", 34", 36" waist. Price $67.00. See your dealer or contact:

Arthur Browning English Racing Leathers

MOTOCROSS ENGINEERS
POST OFFICE BOX 261 NORTH WILBRAHAM, MASS 01067

'FLEXERCABLE'
Sole U.S. Distributor
Prices and information on request
Orangevale Distributors
9198 Greenback Lane
Orangevale, Ca. 95662 (916) 988-4725

Bultaco Flywheel Puller
Fits all current production Bultacos except Sherpa 100-$6.95
Cal. res. add 5% sales tax.
C & M SPECIALTIES — P.O. Box 717
Mountain View, California 94040

Grossi, Lackey Dominate Cycle Hills Fun Day

GILROY, CALIF., Jan. 1, 1971 — To ring in the year, the newly formed San Mateo County Motorcycle Association assembled a play day at Cycle Hills. Approximately 2,000 people attended this get together which consisted of a moto-x, trials, and a few fun events for the mini-bike set.

This first event, held in Santa Clara County, was put on to raise money for the Association's continued activities. The reason it was put on in Santa Clara instead of San Mateo County is one of the reasons for the organization of the association — that of acquiring land for the purpose of motorcycling. San Mateo has no real estate for the rider and actually has a law against riding some trails.

This 'Britchgi' law could put a motorcycle rider in the county slammer (jail) for 6 months and also relieve him of $500 for riding on a posted horsey trail paid for by public tax monies. The Association's first official act was aimed at this law. The S.M.C.M.A. backed Arien Gregorio in the November election, for state Senator, against Britchgi and won. Gregorio is a conservationist but he also is a motorcycle rider and is sympathetic towards the needs of the cyclist.

After the election was critiqued, both sides agreed that the association had decisively affected the campaign.

Santa Cruz star Bob Grossi devastated the Open Senior motos and was well received by the assembled as a great rider. The course was excellent and just about the right composition for this type of event: Snotty with a layout was similar to the Inter-Am course.

Grossi was extremely fast and smooth as silk with feet-up slides and hill climbing on the pegs.

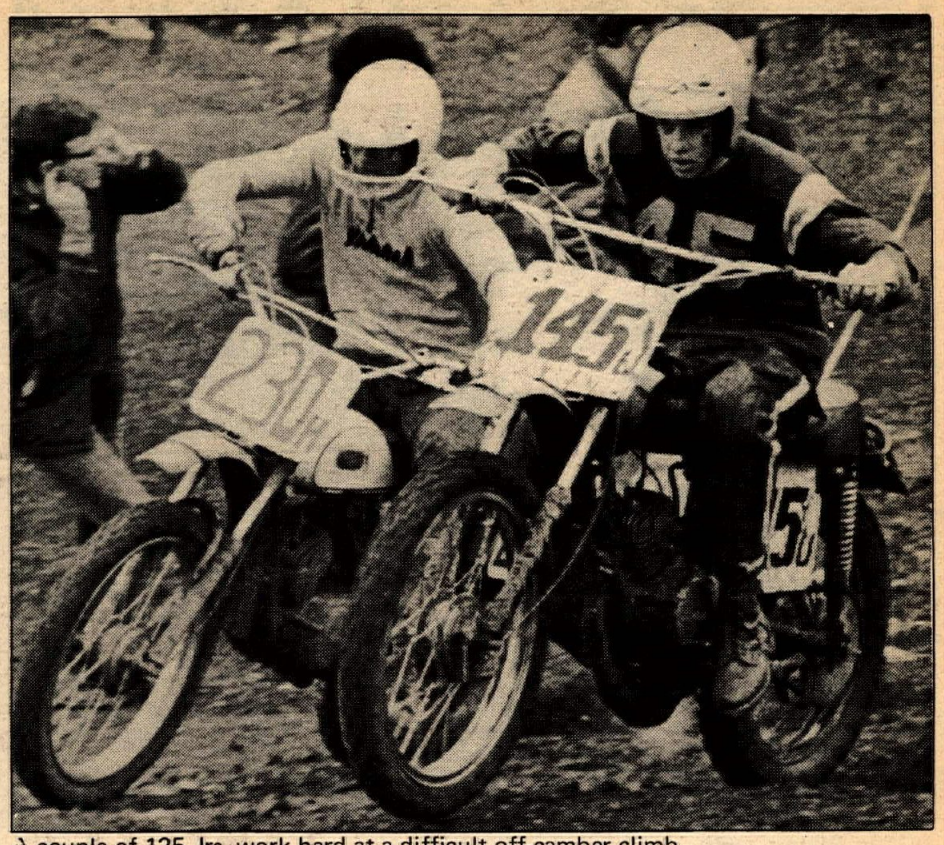
Brad Lackey was master of the 250cc Sr. events and when he wasn't leading the pack around in that class he could be seen riding in all the other classes, on the same 250 C-Z. He even jumped in behind Grossi at one point but he eventually fell by the wayside.

In the second 250 Sr. moto, Russ Powell caught up to Lackey, but once Brad knew he was there, the distance spread. These two will again do battle when the Trans-AMA resumes.

In the first division of the 250 Jr. class Gary Nauman devastated all comers on his Bultaco in a C-Z frame. This combination borders on the sensational as the Bultaco power is better suited when put in the lighter C-Z chassis. Nauman only had difficulties when he would neglect to turn when necessary and begin to cut his own trails. Young Martin Towne was his competition.

The mini-bike short track was the most fun for the junior set with Pete Heath riding to the win on a Sachs and Mike Adolph sliding around on the high side for second on Bob Goodman's mini-enduro.

(Results on page 20)



A couple of 125 Jrs. work hard at a difficult off-camber climb.

MIC Starts Program

Motorcycle dealers, especially in California, are urged to join the new Associate Member Program in the Motorcycle Industry Council for retail motorcycle dealers.

Recently, John Van Deventer was appointed full-time staff member of the Association to head up the Associate Member Program. He will be located in the Motorcycle Industy Council offices in Washington, D.C. (Phone 202/223-9158.)

The Program is organized to combine the effort of all motorcycle dealers in the United States and, at the same time, provide local representation to work closely with state and local governments. To do this, it is essential to organize a state dealer association in every state in the country.

Each state dealer association will be sanctioned to operate under the auspices and in cooperation with the Motorcycle Industry Council. When a motorcycle dealer joins the MIC as an Associate Member, he will also become a member of the sanctioned state dealer association.

California particularly has to band together a dealer association without dealy in order to prevent their means of livelihood from being banned altogether. Send $160 for the first year's dues to MIC at 1001 Connecticut Ave., Washington D.C. It is tax deductible. Do it now or it may be too late!

Information is also available at the Motorcycle Industry Council booth at the trade shows being held around the country.

Slo-Pokes Aid U.S. Team

The Slo-Pokes Motorcycle Club of Lompoc, Calif. hosted 140 riders at their recent benefit race for the American Moto-Cross Team and turned over a check for $350 to the Team. Team sponsor Kim Kimball says that the AMXT plans to assist Brian Kenny and Bob Grossi in their European motocross assault this season. Jacket patches and team supporter memberships are available for a contribution of $5 or more to AMXT Fund, Box 3276, Hollywood, Calif. 90028. Clubs interested in sponsoring a benefit event for the Team are urged to contact Kimball at Montesa Motors in Los Angeles for information.

AMA Executives Hear Romero

New Grand National Champion Gene Romero addressed the December meeting of the AMA Executive Committee on the invitation of AMA President William Bagnall.

Gene discussed the AMA Grand National Championship program, calling for "a reasonable number of Championship races from the professional rider's point of view." In the past there has been as many as thirty-one Championship events, forcing a serious contender to travel more than 100,000 miles in a single summer.

Romero pointed out the need for higher purses, fewer National events, better track conditions, and better facilities for both the riders and fans.

Unmuffled Pipes Banned For Indoors

Following a trend set by the 1970 Competition Congress when it passed a rule requiring mufflers at many amateur competition events, the American Motorcycle Association Executive Board recently made a resolution requiring mufflers for indoor competition in 1971.

Two new rules governing motorcycle exhaust read:

"Equipment used on hard surfaces in all indoor competition must be fitted with a muffler exhaust system." And "Motorcycles producing excessive smoke or leaking oil from the machine will not be allowed in indoor racing."

These rules apply both to professional and amateur competition and may be considered a part of the continuing effort of the AMA to make motorcycles and motorcycle racing more acceptable to the fans and the public at large.

Oregon Opens Freezin' Season

By Larry Ulrich

BEND, ORE., Jan. 3, 1971 — 36 riders braved near zero temperatures to ride

Washington Drop

By N. A. Williams

WOODLAND, WASH., Dec. 27, 1970 — It was a cold day and there was snow on the ground when rain hit during the start of the races. It soon cleared, making the track sticky on top and some of the best riders went down several times.

Gary Kapus dropped it in the 360cc A Main, near the start, and two other riders, Ron Olson and Jack Mills, went down a little later when Olson hit the fence with his Bultaco and Mills' Kawasaki went over Olson's bike and threw Mills into the air and he lit hard on his face. The race was stopped. He was fine but could not finish the race.

Olson and Kapus got in on the restart and Kapus got off to a bad start but held third.

Bill Cook went down in the 250cc A Main but came back strong on his Maico in the 360cc class to take first place in that A Main.

Due to drop outs in the Open class motocross there was a three way tie for second place. The day was getting late and the riders did not want to ride it off.

(Results on page 20)

Cascade M.C.'s European Scrambles, the first of 15 point races for 1971. The 125 riders were first off the line followed 2 minutes later by the beginners class. Each class ran one full hour. At the end of one lap Sachs mounted Rick Limbeck had the lead followed by Paul Olmstead (Honda) and Kurt Odgers (Kawasaki) and they stayed in this order right to the end of the hour, covering 7 laps on the 4.5 mile course.

The 250s went next with Charles Standiford taking the lead on his CZ, never to be challenged for the whole hour. Bill and Rick Oliver shared the same Honda 100, with Rick riding the beginners class and Bill entering the 250 class. On this high speed course it, at first, seemed ridiculous to enter a 100 Honda in the 250 class but Bill Oliver had the last laugh by taking 6th out of the 14 entered.

In the Open class, the first lap saw Ken Habeck (Husqvarna) who hails from Seattle, jump into the lead and hold that lead until the finish. Art Rodriquez was 2nd on a Maico followed by Jack Davenport (CZ). Next lap Davenport was in 2nd ahead of Rodriquez. Davenport had trouble and was back to fourth for a while but managed to finish the eight laps in third place. Fourth place went to Jim White on a 500 Matchless and it sure sounded good to hear a thumper running on the Central Oregon desert once again.

(Results on page 20)

COLISEUM CYCLE
MAIL and ORDER
ACCESSORY CO.
KAWASAKI MOTORCYCLES
3958 E. 14th ST., OAKLAND, CAL.
(415) 534-5461 94601

GORDY WILLIAMS Authorized Dealer
TRIUMPH
CYCLE CITY
(415) 939-4988
2631 N. MAIN, WALNUT CR., CAL.

BULTACO
sales service parts
sonny kenyon's cycles
JAWA
Bultaco • BSA
SPECIALIST
2594 Middlefield Road
Mt. View, California 94040
(415) 961-4399
MAIL ORDER

CIVIL WAR

For home and den, suitable for framing. Any item of your choice $1.00 each. Pony Express Notice; Gen. Robert E. Lee Funeral Notice; Confederate decoding chart; Anti-Lincoln Cartoon; Jefferson Davis Election Notice; President Johnson impeachment ticket; Army orders on President Lincoln Assassination; Army Discharge Certificate; Gold Mining Stock Certificate; Draft Exemption Certificate; $1,000 Reward for Gen. Morgan; Slave Dealer Poster; Confederacy Law of Treason Poster; Recruiting Poster; Abolitionist handbill; Underground Railroad Poster; List of slaves for Sale; K.K.K. Notice of new organization; Uncle Toms Cabins Poster; $500 Reward for runaway Slave; Civil War Recruits Handbill; Lynching Poster; Slave Auction woodcut; Civil War handbill for Brooks Pat; Richmond Fredericksburg & Potomac Railroad Notice; Civil War Ambulance woodcut; Slave Chins Devices; General Orders Headquarters department of the South; Confederat Soldier wood cut; Horses wanted Notice; Calamity Jane handbill; Buffalo Bill Poster; Annie Oakley Poster; Reward Posters — Bill the Kid; Jesse James; Frank James; Francisco Pancho Villa; Joaquin; Belle Starr; John Wilkes Booth; The Daltons; Black Bart; Bill Doolin.

BELLS COIN SHOP
Box 276
Tolleson, Arizona 85353

H-D BONNEVILLE TEAM

In the photo, left to right, are Denzer, Yeats, Pohland, Manning, Rayborn, O'Brien, Rivera, Smith and Riley.

A 9-man record-breaking Bonneville team for Harley-Davidson was honored Saturday, December 5, at the Lake Geneva, Wisconsin Playboy Club Hotel. The party featured the 265.492 mph Sportster Streamliner on display for all guests. After a steak dinner each man was presented a trophy by John A. Davidson, Vice President/Sales, assisted by Richard O'Brien, Racing Team Manager and Supervisor of the Bonneville effort, who gave a commentary on each team member, O'Brien later received a special award, "The Golden Donut" for his unclassified record for fastest timed runs on the salt in a Hertz Rent-a-Car. Team members honored were O'Brien, pilot Cal Rayborn, builders Dennis Manning and Craig Rivera, engine expert Warner Riley, carburetor and fuel expert George Smith, chute expert John Yeats, and racing department advisors Clyde Denzer and John Pohland. As a special tribute to Cal's wife Jackie, she was awarded a 1971 125cc Rapido motorcycle.

In the photo, left to right, are Denzer, Yeats, Pohland, Manning, Rayborn, O'Brien, Rivera, Smith and Riley

PERRIS HAD A GOOD YEAR

By Elaine Jones

With the New Year upon us it is time to reflect on things past and to take a look ahead.

The new Perris, Calif. track has proved a safe one with only a couple of riders able to claim the distinction of making it through the tires to the fence in the sweeper. Steve Tinsly is one who has that claim to fame. A third time out Novice Terry Stanart is the only one who was seriously injured and he has vowed to return.

Perris has also been plagued with injunctions for noise. The first time around the Burtons settled out of court but the same people have reopened the case and this time around they will go all the way whether good, bad or indifferent. Because of these problems cash prizes were awarded to riders who won using silencers. Larry Schwimmer, Paul Lambert, and Don Fraüenberger collected a bit of the folding stuff and it proved that it doesn't take noise to win.

Stan Bateman started out trying to race TT and ended up with a recording contract with Capitol Records. The story of how he got that you wouldn't believe. Stan offered to buy a trophy he was so desperate. Let's hope he doesn't have to buy his own records.

Skip Gallagher has moved from four strokes to two strokes as he is now the Service Manager for Suzuki Sport Spot in Ontario, Calif. which by the way has got a new owner. Good luck to both the new owner and Skip.

For the first time Montesa let it be known that they are a strong threat in the 250cc class. Don's Tire and Cycle also of Ontario is largely responsible as a good portion of "Viva" riders were his, such as Nate Ezell who is one very good stunt rider to boot.

There were whole bunches of riders who moved into Perris Amateur ratings like Jon Mudd, Taylor Sisco, Greg White, Rick Draudt, Bruce Prior, Larry Stapleton, Boyd Mason, and Bill Goeff to name a few.

Doug Mason has to stand out as the rider who held the best win record. George Gillespie, "the quiet one" is another rider who raised a lot of eyebrows when he went after the big boys and got them. The Stanford brothers have also made some very big waves. Walt Foster turned on to big bikes and turned out to be the sleeper of the year.

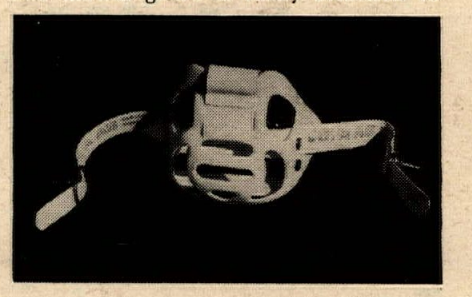
The mini-bikes came into their own this season and I hope they continue, especially since David Jones is my own and we have another one warming up. Steve Sisco and Ricky Hart are the top dogs of the mini-bikers and gave us all some good racing.

Racing at Perris will resume sometime in February.

ROCKCATCHER FROM WEBCO

A new addition to the expanding product line at Webco is the popular Jofa mouth guard as used by the European superstars in the recent Inter-Am and Trans-AMA races.

Designed to fit over the mouth and chin area, this product prevents facial injury from flying stones and dirt clods. The mouth guard is easily attached to



helmets and is supplied with all necessary mounting hardware.

With the increasing interest in motocross racing, this all-new mouth guard is sure to become a standard safety item with motorcycle riders. The Webco part number on the Jofa mouth guard is 1247 and it sells for $5.95. All Webco products are available from authorized motorcycle dealers throughout the United States and Canada.

BMW TO ADD 250 & 350cc MODELS

A combined effort of the Bavarian BMW factory and Steyr-Daimler-Puch will produce 250cc and 350cc motorcycles for the American market in 1972, under the famous BMW brand.

Added to the 500cc, 600cc and 750cc opposed twin BM's, these new mediumweights will be developed as street machines, with modern 4-stroke, overhead cam engines, 6-speed gearboxes and electric starters. The new models will be chain driven, rather than using the famous BMW shaft drive.

The new models are being tested now, but "the final design stage has not even been approached yet," according to Peter L. Adams, Vice President of Butler & Smith, Inc., BMW's U.S. Distributors.

Racin' Around

NOVICE 1st OVERALL IN NEVADA H&H

Winner of the fifth annual Comstock Hare 'n Hound, by the Nevada Trailblazers M.C. was Novice Doug Harrison, riding a Maico.

(Results on page 20)

HILLTOPPERS ARE IN

In the recent printing ot the 1971 Dist. 37 Calendar, the Hilltoppers M.C.'s European Scrambles scheduled for July 25 was omitted.

SCOTT, DRAKE WINS HATS

LANCASTER, CALIF., Jan. 2-3, 1971 – High point riders winning the McHal Apollo helmets in two days of racing at the Ponderosa were Randy Scott in the 100 class and Jim Drake in the Open class. Hodaka mounted Scott scored wins both days and Drake took 4th on Saturday and a win Sunday aboard his Husky. Tom Garrett took the 125 class win Saturday aboard a Yamaha, and Wayne Garrett scored the 125 class win and first overall Sunday on the Yamaha.

Bardahl awarded VBA racing oil to the first eight riders in each class. Racing at the Ponderosa now runs twice a month with the next races Saturday and Sunday, January 16 and 17.

(Results on page 20)

DIGGERS GIVE $100 TO MORE

"Your organization has done a fantastic job to the benefit of all the off the road and some of the on the road enthusiasts that reside in the state of California," said Bruce C. Young, President of the Dirt Diggers North M.C., as he presented a donation of $100 from the grateful competition club to Russ Sanford, lobbyist for Motorcycle Owners Riders and Enthusiasts on December 29. "We hope that this little contribution will help M.O.R.E. become more effective in 1971 in its battle." Young concluded.

30 NAMES TOP ACA RR STANDINGS

The American Cycle Association announced its 1970 points champions in 30 road racing categories. Tom Rockwood, Pat Evans, Jeff Sperry, Steve Froschauer, Don Emde, Wade Killen, John McGillivray, James McWorthy, Richard Sherer, Eric Dodd and George Kerker won their classes with wide margins. Pat Evans won four categories while Mark Revels and McWorthy each won two classes for the season. (Complete standings on page 21.) This coming season the ACA will go to all pre-entry for motocross, road race and its short track and TT races. The new ACA address to write for information is 106 N. Claudina, Suite 312, Anaheim, Cal. 92805. Phone (714) 774-3222.

LEONARD WILL BE NUMBER 6

In the first eight years of AMA National Points System, Joe Leonard won 23 of his 27 races and accumulated 345 points. That point total would be good enough for sixth place finish in 1970's standings.

ED KRETZ & SON MOTORCYCLES
HONDA
TRIUMPH
BMW
PIRELLI DISTRIBUTOR
D-A SPEED – SPORT OIL DISTRIB.
AT.0-8244
417 E Garvey
MONTEREY PARK Cal.
MAICO
SUZUKI

It's All You Need
100% SYNTHETIC NPG MOTOR OIL 40 TO 1
At Your Motorcycle Dealer
NPG LUBRICANTS
P.O. Box 2037
Mission Viejo, Ca.

The fast Suzukis and the fast Kawasakis use...
"Blendzall"
It makes Yamahas go better too!
"Gold Label" power booster really works
"Excelzall" SUPER FILM.

USED PARTS ALL MAKES 40% to 60% off
YAMAHA DEALER
SCRAMBLER MOTORCYCLES
1801 W. Burbank Blvd.
Burbank, Calif.
849-5907 or 845-8738 Ex. #7

Pacific Coast Honda
2073 W. Pacific Coast Hwy.
Lomita, Ca.
Ph: (213) 326-3810
Open 7 days

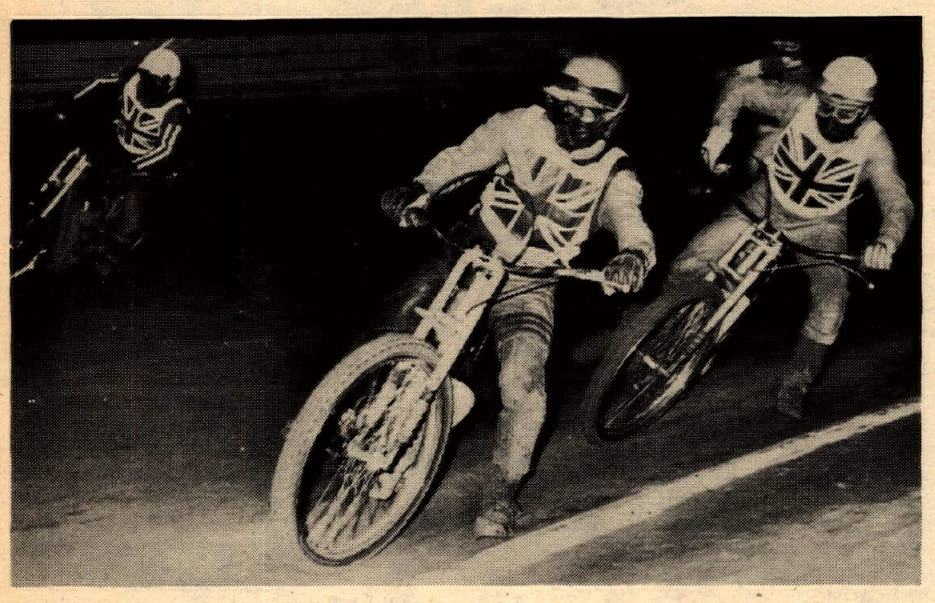
Kawasaki Speed Kits
120cc & 175cc write or call $46.00 up
DRACO'S MOTORCYCLES
1629 So. Standard Ave.
Santa Ana, Cal. 92707 (714) 543-9688

Torsten Hallman Racing, Inc.
West Coast Dist. for
PENTON Motorcycles
Torsten Hallman special design leathers & racing equipment
U.S. Dist. for Trelleborg Moto-Cross tires
For dealer info. write or call
5345 Timken St., La Mesa, Cal. 92041
(714) 460-1402

Hodaka Montesa Greeves Motorcycles Rickman Metisse
Westminster Sport Cycle
Guy R. Louis (714) 893-7057
7574 Westminster Ave., Westminster, Ca.

scene australian speedway

By Peter White



British speedway test team riders in action in Perty, Western Australia. Left to right, Roy Trigg, Arnold Haley, Nigel Boocock.

British Team Weak

SYDNEY — Australia leads Great Britain 3-0 in the speedway Test series currently being staged Down Under.

First two matches between the arch-rival countries were held in Perth, Western Australia, late in November and resulted in resounding wins for the home side.

Australia won the initial encounter 58-50, then backed up a week later to soundly thrash the highly vaunted British by 61 points to 46.

Focus then switched across the Continent to Adelaide, South Australia, where the third Test was decided on Saturday, December 5.

Again the Kangaroos proved superior, although this time they had to work a little harder for their 55-53 win.

To emphasize the strength of the local side, or rather the weakness of the touring team, is the fact that Australian mainstay, Kangaroo captain and highest point scorer in all previous series both in England and Australia, — Jim Airey — has declined to take part in the Tests this season. Airey is in dispute with Aussie promoters over appearance money rates.

Australia has relied heavily upon younger talent this year and, employing a "horses for courses" policy, has really struck pay dirt.

Top point scorer to date is a young South Australian rider, Laurie Hodgson. This lad was virtually unknown before the Tests kicked off but suddenly he has become the rage of the country's dirt tracks.

He has received solid backing from colorful Sydney rider John Langfield and stand-in captain Chum Taylor, a veteran of over 20 years racing. Taylor hails from Perth.

Next four Tests in the seven match series will be staged in Sydney and Brisbane.

The big Sydney Showground track is expected to provide another stumbling block for the British team and it is quite probable Australia will go through the series unbeaten.

While no credit should be taken from the performance of the 'Roos, much criticism must be laid on the British team.

The side is undoubtedly the weakest to tour this country and is a disgrace to the Lions jackets.

There are only six fully fit members, instead of the usual seven which the Australian promoter's contract calls for, and three of these are almost useless on the fast, racy Australian tracks — as each of the riders has proven in the past.

The team is: Nigel Boocock (captain), Ken McKinlay, Chris Pusey, Bob Kilby, Arnold Haley and Roy Trigg.

Only Boocock, Pusey and Haley have ridden with the dash their reputations carry.

McKinlay, Trigg and Kilby — although fliers in the British League — are well out of sorts in Aussie and seem unable to adjust.

Seventh member of the team is Jim McMillan but his worth is as a spectator only and the English Control Board deserves the severest admonishment for allowing McMillan to take his place in the squad.

The forceful young Scot broke a leg in a test in Sweden three months ago and was actually replaced by Tony Clarke for the Aussie tour.

Then the powers-that-be declined to let Clarke travel and instead sanctioned the inclusion of an UNFIT McMillan in the team — a grave error and one that has all Australia fighting mad.

In a nutshell, Australian promoters and audiences are really being taken for a ride with the unattractiveness of the British team this season.

McMillan missed the first Test, rode three races in the second match and is

(Please turn to pg. 19)

We specialize in Jawa/C-Z,
the specialty machines.
The Bike Shop
2021 Via Burton Anaheim, Calif. 92806
(714) 635-1450
(On State College Blvd.
1 blk. north of Riverside Fwy.)

DICK DIXON'S
ALLIED CYCLE
IN NEWHALL
BSA JAWA

MINI-BIKES

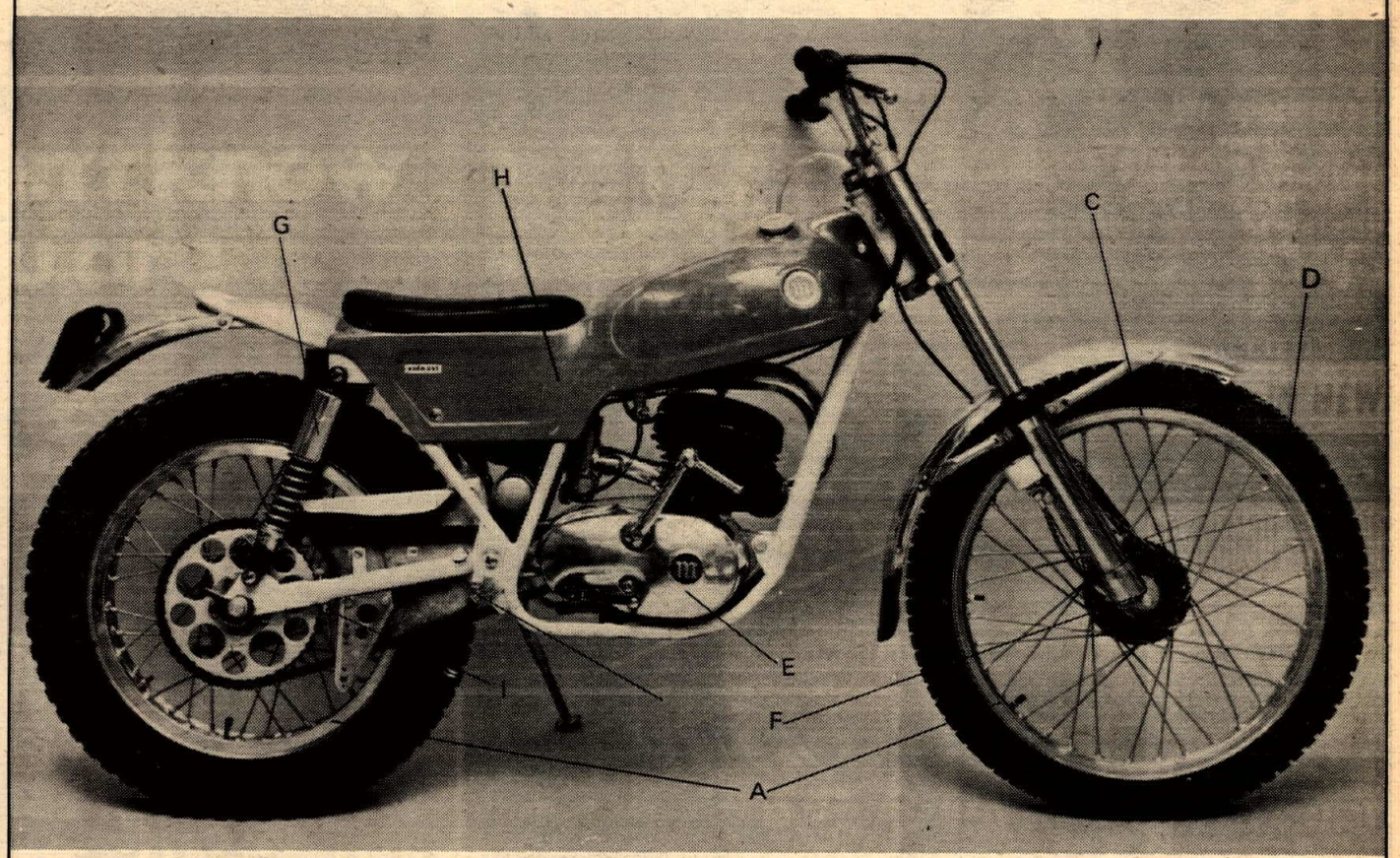
TACO TRAIL 100 — New, rugged, big-wheel performer — $219.50. Other models as low as $119.95. Kits less engine, clutch, chain at $49.95. Send 25c for brochure, free decal. 130-p. catalog— $1
STEEN'S BOX 2276-C ALHAMBRA, CA. 91803

1971 IS HERE AND SO IS YAMAHA

For the 1st time ever.
DT-1 MX $870.00 now $745.00
RT-1 MX $970.00 now $845.00
XS650 $1245.00 now $1095.00

Call now (805) 259-8460
Dick Allen's Yamaha
24417 San Fernando Rd. Newhall
Yamaha Maico Rickman

VIVA Montesa
COTA 247 TRIALS



A WORLD CHAMPION

A. New light weight, small front and rear hubs
B. Improved non-slip foot pegs.
C. New type front wheel; less weight, no mud buildup.
D. Lighter front tire, 2.75x21.
E. Heavy magneto and inertia flywheels for improved performance at low rpm.
F. Recessed front axle.
G. Rear shocks flush mounted.
H. Protruding parts held to minimum.
I. Built-in chain oiler contained in swing arm.

1st	Hi Boots Hare & Hound San Diego	Armand A. Caprio	Montesa 250-5
1st	San Diego Trials	William Smith	Cota
1st	Delta Nat. Cham. Motocross Noblesville, Indiana	Bud Powell	Montesa 250-
1st	Moto-Cross; Martinsville, Indiana	Bud Powell	Montesa
1st	Twin Bridges Motocross Springfield, Missouri	Ron St. Clair	Montesa 250-5
1st	Sportsman Short Track Turlock, Calif.	Roy Winters	Montesa 250-5
1st	Hare Scrambles Sioux City, Iowa	Lucky Smith	Montesa Cappra

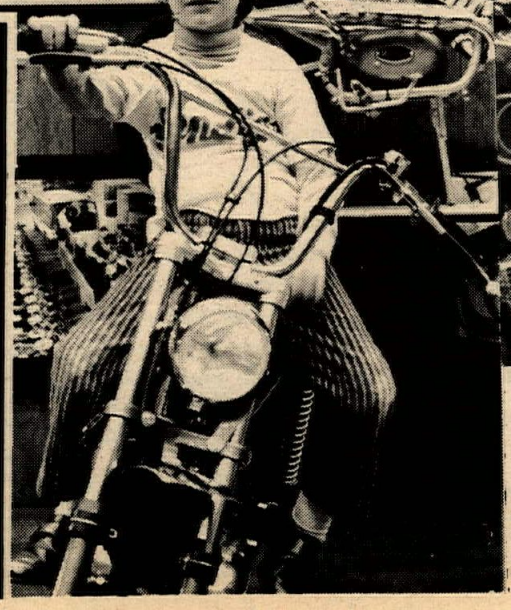
For more information contact:
MONTESA MOTORS INC.
3657 Beverly Boulevard
Los Angeles 90004, Ca.
(213) NO 3-8258

CYCLE EXPO 71

LB ARENA SHOW GREAT SUCCESS

SALINAS RAMBLERS M.C.
presents AMA sanctioned
ROUGH TRACK SCRAMBLES
JANUARY 24,1971
NEW ROUGHER TRACK

5/8 mile sand track
12 miles north of Salinas
on Hwy. 101. $2.00 ride or
watch. Sign-up 7:30 to 10:00.
Open practice 8:00 to 10:00
Race at 11:00
All classes 100cc & up
For further info. 422-4058



"The most effective lubricants of our time"
HRLubricants
7340 Florence Ave.
Downey, Ca. 90240
Dealer inquiries invited

J.N. ROBERTS WINS PASADENA MC H.S.

By Dick Wright

FOUR CORNERS, CALIF., Jan. 10, 1971 – The weather was brisk, the dust was flying and the desert hounds were out in force, looking for a new and better year in 1971. The new numbers are not out as yet, so everyone used their old number. The old year type start was used as well. The 500cc and 250cc went off first and the 100cc class went fifteen minutes later. The starting area was fast with low bushes, a few road crossings and a sandwash to cross. It was about three miles to the bomb. The course made a right turn about two miles after the bomb, and the entire loop ran clockwise.

When the banner dropped, you could see a big plume of dust heading for the smoke bomb; It was generated by the very quick Greeves of Randy Burrack. Tom Muto was second to the bomb on a Husky.

The first loop was a fast forty-two minutes with Roberts the leader by a minute and a half over the second man, Muto. The first 250cc through the pits was Jerome Ruzicka on a Yamaha running sixth.

The second loop around was a little faster because J.N. knew where the bad spots were and could really get with it. He came in for the win, saying he "had a blast, it's a good way to start a year!" Rich Thorwaldson, Rickman mounted, pulled in second; he had moved up quite a bit, from tenth at the first check. Tom Muto was third. The old desert pro George Walker was having a ball on his new Kawasaki taking a well-earned fourth. Larry Burns was fifth on a Husky followed by Steve Kirk on a Rickman. Wayne Garrett took first 125 on a Yamaha. Rick Shirey took first 250 on his new Yamaha. Larry Mahoney did his thing and gave his fans a good show taking first Amateur on a Montesa. The first Novice in was a very happy Jerome Hill on a Husky, second Novice in was Walt Boysha also on a Husky. By this time the riders were stacked up twenty deep and we were not able to get the 250cc Novice winner.

Terry Clark grabbed the lead in the 100cc class on his Harley Davidson, with Mitch Mayes also Harley mounted running second. Clark got a flat tire early on the first loop, but was still able to come into the pits with a three minute lead. His pit crew changed the wheel in record time, and he went out only two minutes behind Mayes; the "unreal" Clark made the time up and came in for the win. Mayes was second, Allen Lund took third on a Sachs. Larry Roesler was the first Amateur in on a Harley making a good day for them. First Novice went to Steve Goldberg on a Hodaka.

In the pits after the race, the general feeling was that there was too much dust (as usual). Most riders also felt that there should have been a check at the first right turn four miles out. As Dick Camp. No. 7x, said, "A lot of riders were cutting that turn on the second loop because you knew there wasn't a check there. I had to repass a bunch of riders." Mike Patrick and Terry Clark agreed, "You could see the riders pulling off the marked course and cutting across to the other trail."

(Results on page 20)

SANDERS SETS THE PACE FOR TROJAN

By Eddie Smith

SOUTH GATE, CALIF., Jan. 8, 1971 – If the first race of the year is any indication, then Bob Sanders has a very productive season in store for him at Trojan Speedway.

The T & R Industries sponsored Kawasaki rider sped his way to four trophy dash wins and a like number of TT and Flat Track firsts.

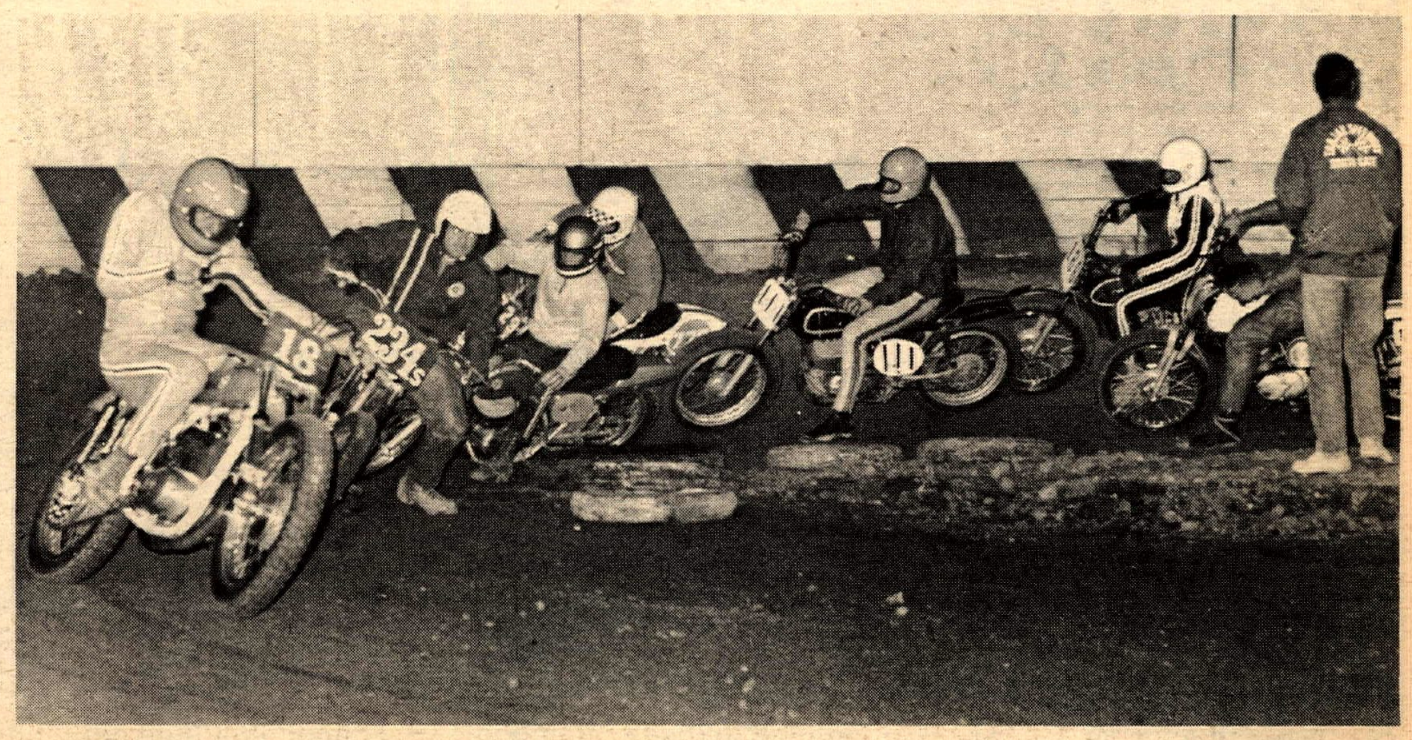
Sanders first captured the 100 TT dash with room to spare and came right back to top the 125 TT dash. A short while later the same classes in Flat Track dashes also fell to Sanders.

As in the dash, he jumped to an early lead in the 100 TT Main and built a healthy lead to win. He blue-printed the 125 TT Main by again taking the early lead and holding it through the duration of the event.

Sanders made the 100 & 125 a clean sweep by taking both in Flat Track action as well.

Chris Smith (Mon) picked up three of the remaining four Dash and Main wins as he headed the competition in 250 TT and FT Dashes and 250 FT Main. Bob Dournbos (Bul) was the winner of the 250 TT Main.

(Results on page 20)



January One Brings New Benefits And New $7 Price

Effective January 1, 1971 — the same day that the American Motorcycle Association joins the world sport by becoming the official United States representative of the FIM — the AMA also provides a new membership package that includes benefits not provided by any other sport association in the world, at any price.

This package includes:

**A new full-time, fully-staffed Amateur Activities Department devoting itself to increasing amateur activities and establishing District organizations. These organizations will work with the active clubs, giving them a larger share of association government on the local level.*

**A new full-time Legislative Department devoted to the protection of motorcycling's interests. This office will act as the political arm of the 130,000 AMA members, organizing legal proceedings and lobby efforts in motorcycling's interests.*

**Group insurance program arranged with a licensed insurance carrier that provides AMA members with $1,000.00 accidental death and dismemberment coverage involving a motorcycle 24 hours a day world wide. This policy would cover you even as a spectator at an event if you were struck by a motorcycle.*

**Additional coverage increased to provide up to $10,000.00 blanket medical insurance paying 75% of all medical expenses in excess of $25.00, and $5,000.00 accidental death and dismemberment benefits while participating in a sanctioned activity. This includes all sanctioned on and off-road activities.*

**A revision of the "AMA News" and public relations department that will include a better magazine, a more active press release service, and a nationally televised public safety campaign telling motorists to treat motorcycles fairly and courteously on the road.*

**A return to free year pins to be provided annually with the member's renewal.*

**An all new IBM business center to handle efficiently and swiftly the increased amateur activity that will result from the new insurance program and the new Amateur Activities Department.*

These are only the new benefits that increase the list of benefits that the AMA member has received since 1924.

To help pay for the newly established programs, as well as the many more planned for the futre, membership dues in the American Motorcycle Association will become seven dollars a year. AMA News remains at three dollars a year. Those who renew or join and order the magazine at the same time ($10 combined fee) will receive thirteen issues instead of twelve. If you haven't seen the magazine lately, get a copy of a current issue and read it. New Editor Ed Youngblood (formerly of Cycle News East) has put new life in the old mag. It now rivals the best of the monthly cycle magazines.

Explain Dues Increase

By now it should have been apparent to all that the AMA's old dues of $2 per year was the world's greatest bargain. It should also have been plain obvious that the AMA couldn't do much as an association on such thin funds. A rise in dues was inevitable and overdue, but the Association held off making the rise until it was confident, as it is now, that it has more to offer the members.

It should not be assumed that the added $5 is just for the insurance that each member now receives. The insurance actually costs about $2.50 per member. The additional dues will go to help pay for the many new activities and benefits announced on these pages, that the members have been asking for these many years.

One question that has been asked concerns the "$2 member" during 1971, the year of transition. For example, there are many members who will not be charged the $7 dues until sometime after January first. Some will be AMA members at the old $2 fee until December, 1971. These people also get the total benefits of the new membership package, including the insurance coverage. They will receive no additional billing until their regular renewal date comes up.

If there is any further information needed, contact the AMA headquarters at Box 231, Worthington, Ohio 43085 or call (614) 888-3436.

A Busy Month For The A.M.A.

24 AMA NATIONALS FINALIZED FOR '71

After negotiations with promoters and consideration of such factors as track safety and facilities, the AMA Competition Director has announced a calendar of 24 points events on the national championship trail this season. The total is down from 32 nationals tentatively scheduled by the 1970 Competition Congress.

Watch the Calendar of Events in Cycle News for up-to-date news of locations and details.

Info Office Steps Up Activity

One of the benefits of membership in the American Motorcycle Association in 1971 will be an increase in the productivity of the AMA News Department. Newly available funds are being channeled into the department in order that it might be remodeled and made more efficient with the addition of the new staff and equipment.

During 1970 the AMA News Department dispersed an average of three press releases a week to the news media. Each of these releases, describing the good aspects of motorcycling, went out to six hundred television stations and newspapers. Such a program, combined with the AMA's new televised public safety campaign, is a major contributor to the improvement of motorcycling's image.

1971's improvements will include a better association magazine, an increase in the press release service, and the televised safety campaign.

MAVRICK

MOTOCROSS MODEL $32.00 pair
Dealer Inquiries Invited
Phone: (805) 824-4261
Deluxe Model $34.00 pair 4" travel w/60-90 progressively wound springs

$29.95 pair

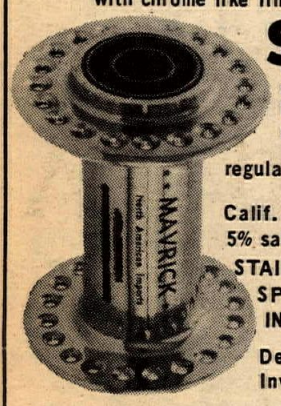
Spring Ratios from 65† to 125† in stock
Shocks come with 78† as standard spare springs $8.00 pair.
Complete rebuild kits $5.00 ea.
1½" Extensions $3.00 pr.
Seals $1.50 pair

Please specify motorcycle make & model. Mount type required. Eye at each end or eye and clevis type. Now in stock the new "Mavrick" 5-way adjustable heavy duty shocks, rebuildable lustrous chrome springs, 11½" or 12¾" length available. Center to center of eyes 3½" travel.
We Pay Postage on Prepaid Orders.
California Residents add 5% for sales tax

NOW.....NEW ADDED WARRANTY.....
If the seal fails on any MAVRICK unit within 90 days from date of purchase we will replace the seal free.
P.S. Does anybody else do this?

MAVRICK
DOES IT AGAIN

Take advantage of the best buy of the year. SPOOL HUBS, 40 hole with 5/8" bearings included. Best alloy with chrome like finish.



$10.00 on this introductory offer,
regular price $15.00.
Calif. residents add 5% sales tax.
STAINLESS STEEL SPOKES IN STOCK NOW
Dealer Inquiries Invited

MAVRICK
NORTH AMERICAN IMPORTS
2325 Cerro Gordo, P.O. Box N
Mojave, Calif. 93501

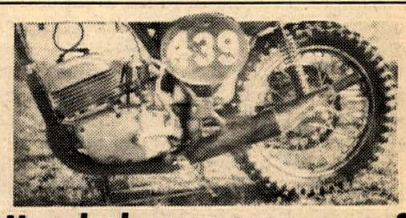
If people don't know who you are

it isn't our fault.

* Original designs created for your shop, team, or club & printed on T-shirts, non-shrink sweatshirts, wash & wear jackets, moto-x jerseys (as worn by Ake Jonsson & Willie Bauer) & tank tops.
* Finisher pins.
* Wholesale prices for shops & clubs.

ACSCO products inc.

Los Angeles (213) 849-5776
Seattle (206) 284-5561
Phoenix (602) 264-3201



Need that extra power?
Downswept Chambers
CZ 250/360 $39.95
Northridge Cycle Products
18854 Muirkirk Dr.
Northridge, Ca. 91324 (213) 360-7251

Penton — Hodaka — BSA
Yamaha — Norton
Husqvarna
DON & RAY'S M/C SHOP
1223 Ave. I,
Lancaster
(805) 942-9624

Vetter
HONDA 750 Fairing

Send $1 for catalog
Vetter Fairings • box 216 • Urbana, Ill. 61801

CUSTOM SEAT COVERS
It's easy to make your worn-out seat look new again, with a sure fit custom replacement cover. Every cover custom made to order. Black only.

Plain	$10.50
Pressed Pleat	12.50
Sewn Diamond	18.00
Tuck and Roll	22.00

Order by make, year and model. We pay postage. Money back guarantee.
EXPRESS CYCLE AND SEAT CO.
5313 Livernois
Detroit, Michigan 48210
Michigan customers add 4% sales tax.

With only a few weeks between racing seasons in which to do the countless necessary details required of them, the American Motorcycle Association announced some major changes they have instituted for the coming years. Briefly, the AMA has

- **Announced a new membership package.**
- **Raised membership dues to $7 per year.**
- **Revived the annual member pin program.**
- **Set up a new Group Insurance plan for all members.**
- **Hired a man to head the new Amateur Activities Dept.**
- **Established a full-time Legislative Department.**
- **Revised the AMA districts.**
- **Announced that certain indoor races will be muffled in 1971.**

Details of the new changes appear on these pages.

New Sportsmen Activities Dept. Head

The American Motorcycle Association has established a new department that will devote its full efforts to amateur motorcycle activities, both on and off the road. Some of the primary tasks of this department will be to help standardize amateur racing activities across the country, upgrade the club referee system, develop strong district organizations throughout the United States, and stimulate amateur activity.

New district organizations will be based upon the active AMA clubs already established across the country, and they are intended to give the enthusiastic AMA member a larger share of association control in his area, and to make the AMA more meaningful and influential on a local level.

To head the newly-established Department of Amateur Activities, Executive Director Russ March has announced the appointment of Mike Vancil, a man well-known in the Chicago area for his motorcycling activities. Mike stepped into his new post in mid-December.

Vancil, 35, was raised in Detroit, attended the University of Illinois, holds an Associate of Arts degree from Springfield Junior College, and a Bachelor of Science degree from the University of Missouri School of Mines. Throughout high school and college he participated in track and boxing, and he has been riding a motorcycle since age fifteen.

He is a Life Member of the AMA and has been active in the Sangamon Riders of Springfield, Illinois and the Ridgewood Cycle Association of Homewood, Illinois and has served three terms as president of the Northern Illinois Motorcycle Clubs Association. Until his move to the AMA he worked as an Engineer at United States Steel. He is married and has three children.

AMA Provides All-Members Insurance

For years the American Motorcycle Association has offered its professional riders an insurance policy considered outstanding for those in an admittedly hazardous business. However, among the membership there has been a compelling interest in blanket insurance that would cover the AMA member who doesn't race. Many contributions to the 1970 Competition Congress agenda suggested examination of a total-membership insurance plan. This, of course, was a problem that the Congress itself could not take action on, but the desires of the delegates in this regard were forwarded to the staff and Executive Committee as recommendations.

By November, 1970, the time of the Congress, negotiations with a major insurance carrier were already near completion, and now the association has adopted an all-membership policy that becomes effective January 1, 1971. This makes the AMA the only association of its type on Earth to provide life and medical benefits to all of its members, whether they are professional competitors, amateur competitors, or non-competitive riders. The AMA is the only association to provide this kind of total coverage for such a large membership.

Through the benefits provided by a large insurance carrier, the AMA member now receives with his membership a policy that protects him in his motorcycling activities anytime and anywhere, even while riding on the road.

All AMA members are covered by $1,000.00 accidental death and dismemberment benefits in connection with a motorcycle at anytime throughout the world. This is applicable whether the member is riding as a driver or passenger, off or on the road, or while spectating at a motorcycle event.

In addition, all members participating in AMA sanctioned amateur road or off-road competition receive up to $10,000.00 medical coverage that will pay 75% of all medical expenses in excess of $25.00. Benefits of $5,000.00 are received for accidental death or dismemberment for all those participating in AMA sanctioned events. These benefits apply to all categories of sanctioned activity, whether of a road or off-road nature.

No additional fee is charged for any portion of the AMA blanket coverage. It is included as just one of the many benefits of membership in the AMA. Furthermore, it does not conflict with or cancel any other insurance that an AMA member may possess.

AMA To Launch TV Campaign

Recognizing the educational value of television, and its potent influence on national trends and public attitudes, the American Motorcycle Association has begun work on a public safety campaign that will be submitted to the fifty top U.S. television markets in the spring of 1971.

As a requirement for its license, every television station in the United States must provide a certain amount of free time for public service messages. Of these, highway safety messages are some of the most frequently used. By putting its motorcycle publicity in terms of highway safety, the association can receive a huge return in comparison to the investment. A similar public safety campaign studied by the AMA gave its sponsors $50,000.00 worth of television air time for a $3,500.00 investment. The AMA campaign is expected to have proportionate results.

With the desire to improve the motorcyclist's image and the public respect for his vehicle, the AMA will be aiming its message at automobile operators, encouraging them to watch for motorcycles and treat them with the respect due all motor vehicles. The three-fold purpose is to improve the traffic manners of motorists, to elevate the motorcyclist's self respect, and to improve the public image of the sport.

The campaign is timed to begin when large numbers of motorcycles return to the nation's highways with warm weather. Commericals will be sent to stations in the fifty largest population centers in the United States in an effort to reach the greatest number of people possible.

Full-Time Legislative Dept. Established By AMA

Included in the benefits of the American Motorcycle Association's 1971 membership package is a full-time, full-staff, and adequately budgeted legislative department. As the political arm of the association's 130,000 members, this department is expected to have national impact in areas of motorcycle legislation and highway safety.

The new AMA Legislative Department will organize association activity against unconstitutional and discriminatory laws against motorcyclists, serve as a sentinel on Federal and State legislation affecting motorcyclists, act as a clearing house for important safety and legal information and statistics, and coordinate its efforts with its counterparts in the industry, like the Motorcycle Industry Council.

In progress at present is a case sponsored and supported by the AMA against the Garden State Parkway, in New Jersey, the last public highway in the nation to ban motorcycle traffic. The Parkway situation is symbolic of the direct and indirect discrimination that motorcyclists suffer through the United States, and it is typical of those that the AMA Legislative Department will attempt to correct.

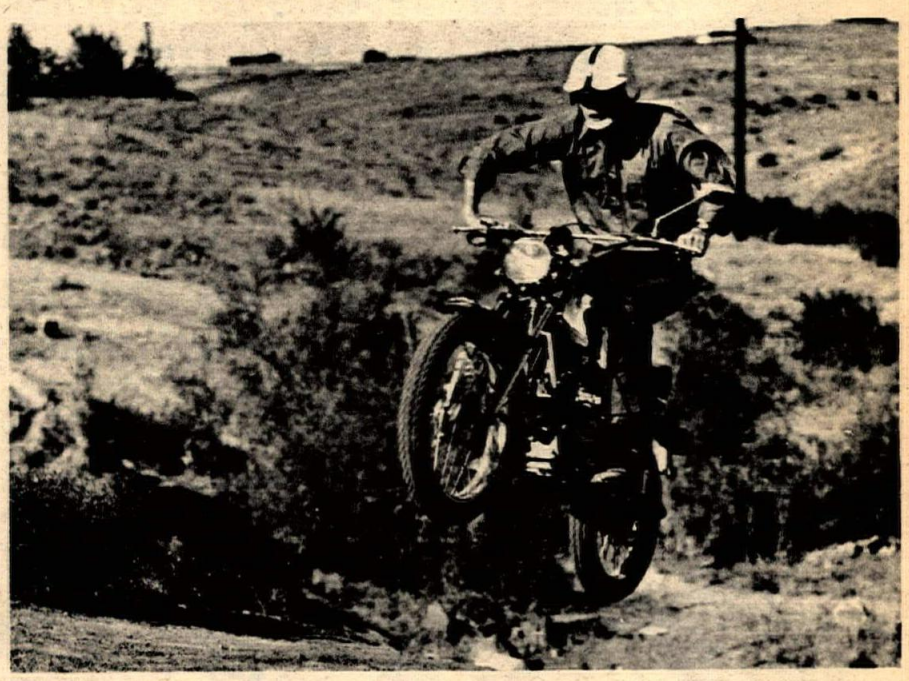
With a central office fighting for motorcyclists' rights, each membership becomes a valuable contribution to the AMA's powerful lobby force that now stands 130,000 strong.

INTERNATIONAL RULE BOOKS AVAILABLE FROM AMERICAN MOTORCYCLE ASSOCIATION

As a part of its affiliation with the Federation Internationale Motocyclist (F.I.M.), the American Motorcycle Association is making English language international competition rule books available to anyone who might want one.

The FIM "rule book" is actually a three-volume set including two loose-leaf rule books and a paperback Annual. These are available only as complete sets for $7 per set.

In addition, new 1971 "Amateur", "Professional", and "Road Rider" rule books for national competition may be purchased from the association. They are available for $1.25 each.



It's a long way to monday morning.

Hodaka, the original trailbike that made off-road riding a national sport, offers the key to weekend excitement.

"Getting away from it all" is what Hodaka trailbikes are all about. Free from weekday worries, out in the open air . . . trailbiking gives you a "go anywhere, do anything" kind of feeling no other sport can offer.

We design and build Hodaka trailbikes to promote this feeling of freedom.

Take performance, for instance. Hodaka is the world's most popular 100cc trailbike because it out performs other trailbikes. Consistently. The technical reasons why are complex. The results are simple. More competitive events in the 100 class have been won on Hodaka's than any other make. We're experts when it comes to building trailbikes and seven years of study and design have taken the guess work out of the 'go'.

But just 'go' isn't good enough in a trailbike. A breakdown ten miles from the nearest road can be dangerous as well as irritating. This is where Hodaka really shines. Every single component that goes into building the Hodaka has been time tested . . . some up to seven years. When something isn't up to snuff we improve it until it is (flaws should be discovered in the factory by engineers, not in the field by customers). To date, our 1970 Hodaka has been improved 174 ways better than the first Hodaka introduced seven years ago. And this testing continues, right down to the tiniest nut or bolt.

Cycle Magazine affirmed Hodaka's reliability when they reported on a California Scrambles event with the words: "While the other makes of motorcycles, **large** and **small**, dropped like flies from the pounding the Hodaka's went **on** and **on** and **on!**"

So now you know what Hodaka trailbikes are basically all about (We've won National Trailbike Champ three years in a row to prove it). Learn how it all started seven years ago by sending 25c and the completed coupon to: Public Relations Dept., PABATCO, Box 327, Athena, Oregon 97813.

HODAKA
MOTORCYCLES

For a copy of "The Hodaka Story," send the coupon and 25c to PABATCO's address below.

Name.....
Street.....
City.....
State.....Zip.....
Phone.....

AMCGWS 11-70

PABATCO, Box 327, Athena, Oregon 97813

MONTESA (213) 894-9218 MOTORCYCLE SALES-SERVICE
WARREN WILSON MOTORS South of Nordoff in Sepulveda, Calif.
9000 SEPULVEDA BLVD.

Question?

What has:

AMA national championships
Inter-Am motocross events
Trans AMA motocross events
Local events that mean the most to me
Calendar of coming events
Want ad section
Dealer & Service Directory
Home Work Shop (technical tips)
Columns of interest in my local area
Special feature articles
Road tests, with real meaning
Voice section to air my likes and dislikes
In essence something that gives me the NOW news while it's news.

CYCLE NEWS

is your answer.

Weekly National & Western

SUBSCRIBE TO CYCLE NEWS

CYCLE NEWS WEST (1 yr.) . . . . .$9.00 ☐
(4 times a month)
Via 1st class mail for one year . . . $21.00 ☐
Via Air Mail for one year . . . . . $29.00 ☐
CYCLE NEWS WEST (2 yrs.) . . . . $15.00 ☐
CYCLE NEWS WEST (3 yrs.) . . . . $18.00 ☐

☐ This is a new subscription.
☐ THIS IS A RENEWAL
☐ I enclose check or money order.
☐ Please bill me.

Enclose check or money order, and
MAIL TO: CYCLE NEWS, INC., Box 498, Long Beach, Ca. 90801
Dear Sir: Please send me my subscription to the newspaper.

NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____

Due to postal regulations for mailing periodicals, we must have your correct ZIP CODE!
Please fill out this form completely and allow three weeks for new subscriptions to start.
Prices Listed For U.S. Mail Only. Foreign Rates on Request.
Canadian subscribers, please make checks payable in U.S. funds and add fifty cents for processing.

Every Other Week National & Dixie

SUBSCRIBE TO CYCLE NEWS

DIXIE CYCLE NEWS (1 yr.) . . . . .$6.00 ☐
(2 times a month)
DIXIE CYCLE NEWS (2 yrs.) . . . .$9.00 ☐
DIXIE CYCLE NEWS (3 yrs.) . . . $12.00 ☐

☐ This is a new subscription.
☐ THIS IS A RENEWAL
☐ I enclose check or money order.
☐ Please bill me.

Enclose check or money order, and
MAIL TO: CYCLE NEWS, INC., Box 498, Long Beach, Ca. 90801
Dear Sir: Please send me my subscription to the newspaper.

NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____

Due to postal regulations for mailing periodicals, we must have your correct ZIP CODE!
Please fill out this form completely and allow three weeks for new subscriptions to start.
Prices Listed For U.S. Mail Only. Foreign Rates on Request.
Canadian subscribers, please make checks payable in U.S. funds and add fifty cents for processing.

Every Other Week National & Eastern

SUBSCRIBE TO CYCLE NEWS

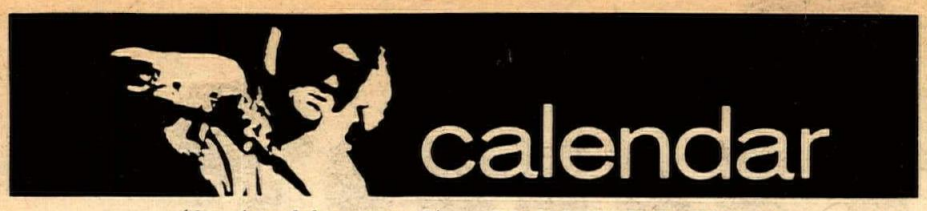
CYCLE NEWS EAST (1 yr.) . . . . .$6.00 ☐
(2 times a month)
CYCLE NEWS EAST (2 yrs.) . . . . .$9.00 ☐
CYCLE NEWS EAST (3 yrs.) . . . . $12.00 ☐

☐ This is a new subscription.
☐ THIS IS A RENEWAL
☐ I enclose check or money order.
☐ Please bill me.

Enclose check or money order, and
MAIL TO: CYCLE NEWS, INC., Box 498, Long Beach, Ca. 90801
Dear Sir: Please send me my subscription to the newspaper.

NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____

Due to postal regulations for mailing periodicals, we must have your correct ZIP CODE!
Please fill out this form completely and allow three weeks for new subscriptions to start.
Prices Listed For U.S. Mail Only. Foreign Rates on Request.
Canadian subscribers, please make checks payable in U.S. funds and add fifty cents for processing.



(Continued from page 2)

CUSTOM M/C SHOW at the Great Western Exhibit Center. Take Santa Ana Fwy (Interstate 5) to Atlantic Ave. south. $1.50 admission, scouts and servicemen free. Opened 9-9.

EUROPEAN SCRAMBLES by Highsiders M.C. limed from N. Jefferson St. Overpass and Interstate 10, W. edge of Indio. $3 post entry. Signup & pract. 8-9:45, race at 10. Trophies to all classes. Info: (714) 347-6588.

HILL CLIMB/DRAG RACE at Carnegie Cycle Park, weather permitting. $2.50 to ride, $2 to watch, $2 parking, $1.50 minis. Info: (415) 228-5676, 581-1256.

ROAD RACE by ACA at Carlsbad Raceway. $8 mail entry plus $1 class fee to ACA, 106 N. Claudine Suite 312, Anaheim, Cal. 92805, closes Jan. 26. $15 post. Pit open at 8, racing at noon. All Jr. & Sr. GP and Prod. classes. Riders must have 1971 ACA license. Info: (714) 774-3222.

INDOOR SHORT TRACK by Western States Racing Assn. at Washoe County Fairgrounds, Pavilion Bldg., Reno, Nev. Signup 9-11, practice 10-noon, race at 1. $3 entry. 100/125/200/250 plus PP. AMA sanct. Full leathers, no big knobbies. Info: Al Lockett Enterprises (702) 323-6055.

SAT. & SUN., FEB. 6-7

LAGUNA SALADA 200 for m/c & cars by Baja Racing Assn., "On the Sunny Side of Baja", starts 25 mi. W. of Mexicali, B.C. on Mexico Hwy 2. M/C on Sat., start at 8 a.m. 125/250/Open. 2 100-mile laps. $100 entry, 40% purse of receipts to winner. Mail entry to Bill Martin, Baja Racing Assn., Box 1803, Calexico, Cal. Starting position by receipt of entries.

SUNDAY, FEB. 7

TT RACES by Nomads M.C. 2 mi. E. of Sierra Vista, Ariz. $1.50 admission, $2 entry. 100/125/250/Open — Ex/Nov. Minibikes. Signup at 8, practice 10, race noon. Info: (602) 458-4026.

GOLD RUSH ENDURO by Prospectors M.C. with start/finish 15 mi. N. of Mojave on Hwy 14 at Tokiwas Cinco Station. 100 miles, first rider out at 7:01 a.m. $5 mail entry to Earl Wilson, 1547 W. 219th St., Torrance, Cal. 90501. Drawing Jan. 14, closes Feb. 3. $1 extra per team member (3 make team). $7 post. 2 self-addressed, stamped envelopes sent with entry. Info: (213) 328-5214.

SAWMILL ENDURO by North Bay M.C. at Upper Lake, Cal. AMA sanct. Mail $5 entry to Max Hurlburt, 2283 W. Hearn Ave., Santa Rosa, Ca. 95401 begins Dec. 1, closes Jan. 23. Number drawing Jan. 4 at clubhouse, 2286 Woolsey Rd., Fulton, Cal. $6 post, $3 additional for team (3 riders). AMA sanct., AMA numbers a must. Info: (707) 542-0287.

SAT. & SUN., MAR. 6-7

ELSINORE GRAND PRIX by Gripsters M.C. 100 miles. $15 mail entry opens Jan. 15 on official '71 Elsinore GP blanks to Box 185 Buena Park, Cal., 90620. Limited; closes Feb. 2. $50 post; no refunds. 11 a.m. start both days. 0-100/101/250/PP/Nov/Am/Ex. on Sat.; 0-25 Ex/251-Open Nov-Am-Ex/Sidehacks Sun. Postmark determines starting position. Info: (714) 531-6161.

TROPHY PICK UP

JANUARY 31, 1971
DESERT TURTLES — Info. for Ossa MX race (213) 282-6333. Info. for H&H desert race (213) 865-2603.

scramblin' around

By Maureen Lee

The fun of:...seeing a two-stroke win the heavyweight scrambles plate in District 37, Jim Connolly did it on a Greeves...yeah big bike riders, a Greeves. Knowing the distributor like we do, Nick Nicholson doesn't believe in sponsoring people because he doesn't think it's fair to sell a bike to a chap and then have another rider on the same machine in the same class with everything going for him that money can buy. That's a sportsman for you...Seeing BSA come out in full force to get their machines into full action again; to watch David Aldana defintely settle down a bit by being on the Beezer motocross team. Whatever reputation David has got by going over the limit a few too many times, don't ever estimate him as a nut, he knows what he's doing. Even to the point of dumping his Yamaha mini-enduro at the short track to jump on the back of Keith Mashburn's mini at the Long Beach Indoor Show. If you missed that one, it was a goody...And to see indoor racing return to Southern California. It's nice to watch racing in real comfort even if the noise does get a bit out of hand.

To see the 1971 scrambles listed on the District calendar...good grief Charlie Brown, only eleven of 'em. Well, we can't say we didn't warn you guys over the years, especially the big bore boys and some of the loudest snivelers still just snivel. You never see them working for a club and trying to help out the District...Scrambles have died because the riders didn't care enough to get in there and pitch when independent promoters started throwing their own runs and the world of motocross suddenly became the "in" thing to do...There was a time, remember, when we had so many TT's we'd run back-to-back runs using Perris and Prado, or Spencer and Prado would be running the same day. We had so many runs everyone was frantic trying to decide whether to ride or not...But think of the guys who made number one in those days and think of making a number one plate with a calendar of 11 races...yuck! Even the leading scrambles club, the Lightweights, has disbanded.

On to happier things...It was fun getting to help out a favorite (actually the best in the business) announcer when he got a bit stuck with pronouncing bike names and riders names at an Inter-Am...Hate to tell him this, but my Swedish isn't so hot, either!...Watching John Banks continue racing with a completely flat rear tire when some of our guys would have been watching from the sidelines...World Champion Joel Robert missing a shift (if he can do it, so can all of us peasants)...The Maicos still making great inroads in the business. In the Inter-Am and the Trans-AMA series Willie Bauer and Ake Jonsson's bikes finished every race entered, the Blitzkreig is on!...And then there's AJS really shooting up there and watching a helicopter towing a Husqvarna banner at Saddleback, talk about the Hollywood influence.

It's been a good year in spite of not being able to ride for a bit and seeing friends like Larry Taylor lose a number one plate because they dumped it...And then, of course, we've had other fellow racers in cars and on bikes who lost it altogether.

(Continued from page 13)

now a passenger for the rest of the tour. His leg is still injured and he cannot ride.

Meanwhile, at Liverpool (New South Wales), many international speedway stars are appearing regularly throughout the 1970/71 season.

The track and its patrons are still reeling from the shock of the death of Gordon Guasco, Australian international and local idol.

On December 5 a special Gordon Guasco Memorial meeting was staged and all proceeds were given to his dependents. The event was run in atrocious conditions with rain falling throughout the night.

Well known Jim Airey, the flyer who had so much success in California last month, came out on top with a 15 point maximum despite fierce oppostion from Great Dane Ole Olsen.

He was a very happy man when he collected the trophy, as it meant a great deal to him personally. He and Guasco were close friends for many years and their racing careers were identical. They grew up together, so to speak. There could not have been a more fitting winner.

A.C.E.
P.O. Box 174
Newhall, California
91321

Dear Rider:

Ever dream of being in a movie? Well, here is your big chance.

On Saturday and Sunday, January 30th & 31st, A.C.E. will present a ''Moto-Movie-Cross'' to be filmed by World Wide Filming Enterprises at Indian Dunes.

Qualifying for Juniors will be held on Saturday, January 30th at 9:30 a.m. Check in and post entry will close at 8:45 a.m. Trophies will be given for Saturday's races. Junior qualifiers will race for the cameras on Sunday. Prizes to Juniors include large trophies and gift certificates. Entry fee on Saturday covers both qualifying and ''Moto-Movie-Cross'' on Sunday.

Seniors race Sunday, January 31st before the cameras. $100.00 cash prizes to Seniors for each class. No qualifying requirements for Seniors.

Check ins and post entry closes at 9:00 a.m. sharp, racing begins at 9:30 a.m.

$5.00 Mail-in entry
$7.50 Post entry

Mail check or money order to:

A.C.E.
P.O. Box 174
Newhall, California 91321

Entries close Wednesday, January 27th. Please check in at Entry Booth outside main gate.

Hope to see you there.

Watch for R.V.Enterprises 100cc T.T. Championships

YAMAHA OF FONTANA
Yamaha–Sach's–Hodaka–Maico–CZ Sales – Parts – Service
9008 Sierra Ave. Fontana, Calif. (714) 822-2252

Simichrome
Shines Suddenly
Simichrome is a honey
Cleans quick as a bunny
COMPETITION CHEMICALS Tube $1 Can $3.45
713 Estes Street
Iowa Falls, Iowa 50126

World Cycles
MOTO GUZZI
3303 Sunset Blvd.
Los Angeles, Calif. 90026 (213) 662-1151

ENDURO RIDERS
Route sheet holders, mileage dial and magnifying clock holders, enduro riding book, layout supplies and clocks for clubs. Send 25¢ for catalog.
N-DURO SPECIALTIES
P.O. Box 212 Mauldin, S.C. 29662

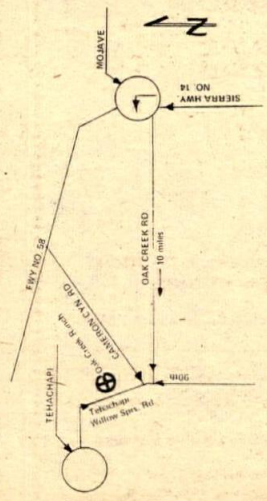
John Maynard Insurance says "Hey Mr. Dealer"
We carry all types of insurance coverage – garage liability – fire – theft & dealer bonds
Save Up To 25%
JOHN W. MAYNARD INS.
3447 Motor Ave., L.A., Ca.
(213) 836-5211

Super Chain
NOW AVAILABLE at your dealer or write Chain, Box 2264, Cypress, Ca. 90630. Dealer inquiries invited.

RICKMAN — BRIDGESTONE
Precision Cycle
For the rider that demands the best in porting, pipes, service & sales.
14727 Hawthorne Blvd. Lawndale, Calif.
E.C. (213) 676-6123 JOE
MAICO — PUCH

JAN 17TH MOTO X AT OAK CREEK RANCH
3 MOTO PROGRAM
100cc JR – Powder Puff
125/250/Open JR/SR

$SR., GOLD JR.
Practice 7:30-9:30
Race 10:00
Admission $1.50
Under 12 Free



RESULTS

MOTOCROSS
Cal Expo
Dec. 20, 1970
By Bruce C. Young

100 NOVICE
Jon Boyette Suz
Robert Mars Hod
Rod Matthews Hon
125 NOV. DIV. I
Keith Wiggons Pen
Paul Orlandi Sac
Joe Heckmann Bul
125 NOV. DIV. II
Henry Leslie Sac
Chuck Clark Duc
Loren Collin Sac
125 AM-EX.
Am—Bill DePratto Pen
Ex—Greg Hubbs Sac
250 NOV. DIV. I
Howard Hendrix Oss
Richard Bungay C-Z
Noel Hardin C-Z
250 NOV. DIV. II
Skip Doolittle Mon
Ross Westphal Mon
Fred Manning C-Z
250 AM-EX.
Ex—Ron Stockman AJS
Am—Ray Atkinson Hus
OPEN DIV. I
Richard Richardson Hus
Benny McDaniel Hus
Richard Urie Mai
OPEN DIV. II
Gary Ceo C-Z
Rod Salins Mai
Cloyse Holland Hus
OPEN AM-EX.
Ex—Robt. Hastan Mon
Am—John Hearne Hus
DINOSAUR
Bob Norris BSA
Jim Cutts BSA

HOLIDAY HOP
Four Corners, Calif.
Jan. 10, 1971
By Dick Wright

OVERALL
J. N. Robert 500 Ex Hus
Rich Thorwaldson 500 Ex Ric
Tom Muto 500 Ex Hus
George Walker 500 Ex Kaw
Larry Burns 500 Ex Hus
Steve Kirk 500 Ex Ric
Mike Patrick 500 Ex Yam
Whitey Martino 500 Ex Hus
Wayne Garrett 125 Am Yam
Tom Smith 500 Ex Hus
Rick Shirey 250 Ex Yam
Frank Russo 500 Ex Hus
Marty Dalhquest 500 Ex Hus
Duffy Hambleton 250 Ex Hus
Gene Cannady 125 Ex Sac
Joe Kulek 500 Ex Hus
Larry Malhoney 500 Am Mon
Max Wads 250 Ex Mon
1st NOVICE
Jerome Hill 500 Nov Hus
2nd NOVICE
Walt Boysha 500 Nov Hus
100cc CLASS
Terry Clark Ex H-D
Mitch Mayes Ex H-D
Allen Lund Ex Sac
Larry Roeseler Am H-D
Dean Dailey Am Hod
Randy Milligan Ex H-D
Steve Goldberg Nov Hod
Pat Dailey Am Hod

DISTRICT 37 DESERT LTWT.
POINT STANDINGS FINAL

No.	Name	Cl.	Pts.
1.	Tom Poteet	Ex	3480
2.	Wes Anderson Jr.	Ex	3000
3.	Eric Jensen	Ex	2590
4.	Dick Camp	Ex	2335
5.	Gary Griffin	Ex	2305
6.	Phil Bowers	Ex	2070
7.	Jerry Kindsvogel	Ex	2050
8.	Jerome Ruzicka	Ex	1880
9.	Gary Preson	Ex	1760
10.	Robert Waters	Ex	1735
11.	Hoyt Statham	Ex	1668
12.	Dennis Pierce	Ex	1585
13.	George Zuber	Ex	1560
14.	Mike Patrick	Ex	1530
15.	Jon Nicholson	Ex	1520
16.	Larry Haley	Ex	1444
17.	Max Wade	Ex	1415
18.	Gordon Schmid	Ex	1385
19.	Jim J. Brown	Ex	1374
20.	Don Gaide	Ex	1281
21.	Bill Friant	Ex	1281
22.	Mil Greene	Ex	1265
23.	Tim Okamoto	Ex	1260
24.	Greg Winkel	Ex	1202
25.	Larry Sovern	Ex	1164
26.	Jim Corning	Ex	1140
27.	Gary Niederhuth	Ex	1111
28.	Jerry Perkins	Ex	1105
29.	Ray Alexander	Ex	1020
30.	Dick T. Breker	Ex	1007
31.	Eugene Cannady	Ex	983
32.	Gary Westergaard	Ex	959
33.	Roy Knight	Ex	955
34.	Jerry Neuburger	Am 4	929
35.	Gary Davies	Am 4	903
36.	Glenn Thomas	Ex	900
37.	Ed Segler	Am 7	880
38.	Craig Rufi	Ex	879
39.	Jim McCoun	Ex	872
40.	Gene Moffett	Am 5	862
41.	Bill Fleming	Ex	760
42.	Carl Casanova	Am 1	755
43.	Harold King	Ex	755
44.	John W. Knebel	Am 3	730
45.	David Tribe	Ex	710
46.	L.E. (Gene) Weller	Am 3	703
47.	Dwane Lundberg	Ex	690
48.	Bob McLaughlin	Ex	685
49.	Larry Bergquist	Ex	680
50.	Dennis Tooman	Am 8	678

(To be continued)

SILENCERS
EXPANSION CHAMBERS
HONDA PIPE
Bassani Manufacturing
(714) 630-1821
1164 C FOUNTAIN WAY, ANAHIEM CALIF. 92806

MOTOCROSS
Slow Spokes M.C. Inc.
Vino Villa Park
Helvetia, Ore.
By Bob Weigant

50cc MINI BIKE
James Maul Hon
OVER 50cc
Bill Radford Yam
Greg Rector Yam
NOVICE
John Hoffey Yam
Dennis Hicketten Kaw
125cc JR.
Gorden White Bul
Ray Warner Yam
Lloyd Westby Yam
Walt Drake Hod
Gorden Jones Sac
125cc SR.
Bob Rush Sac
Kirk Williams Yam
Rick Burgett Yam
Fred Walters Yam
John Cummins Hod
200cc
Bob Lite Yam
Orv Olson Yam
Mike Crandall Bul
Ray Warner A-E
250cc JR.
Gary Shepard Mai
Chuck Baldwin Yam
Bob Alex Kaw
Gary Rightmire Yam
Mike Hansbrough C-Z
250cc SR.
Tom Ambrose C-Z
Rick Burgett C-Z
Greg Beevers C-Z
Pat Fogarty C-Z
John Groom Yam
OPEN 2 STROKE
Don Weeks A-E
Frank Sunada C-Z
Stan Gaunt Kaw
Jim Skimmer Hus
Don Holt Gre
OPEN 4 STROKE
Ron Brown Tri
Tim Howard Tri

HARE SCRAMBLES
Ponderosa, Calif.
Jan. 2, 1971
Official

100 CLASS
R. Scott Hod
L. Roeseler H-D
D. Eide Hod
W. Fuller Sac
C. Martin H-D
G. Wingate Hod
E. Barnes Hod
J. Boone H-D
D. Brooks Yam
D. Fulton Hod
J. Eveland Hod
J. DeBlois Sac
125 CLASS
T. Garrett Yam
F. Keepers Yam
W. Neihart Yam
M. Duty Sac
P. Victor Sac
T. Wright Yam
OPEN CLASS
T. Clodt Hus
B. Millner Yam
J. Drake Hus
M. Wright Hus
B. Lyman Oss
D. Tomlinson Bul
A. Bartle Hus
G. Paull Hus
C. Ray Hus
R. Florka Hus
B. Massey Oss
D. Woods Bul
G. Goodrich Kaw
M. Aston Hus
T. Watkins Gre
D. Pope Bul
T. Taki Mon
B. Nelson Mon
R. Haslett Mon
F. Wright Yam
SUN., JAN. 3, 1971
100 CLASS
R. Scott Hod
G. Lukens Hod
E. Roeseler H-D
D. Eide Hod
B. Griffin Zun
G. Souza Hod
M. Lee Hod
C. Martin H-D
S. Stevens Hod
M. Cappello Hod
D. Taylor Wil
J. Grezlish Jr. Hod
R. Taylor Bul
125 CLASS
W. Garrett Yam
M. Mayes Yam
J. Hrynkiewicz Yam
D. Sterling Yam
B. McLeoad Bul
C. Spurney Yam
T. Garrett Yam
A. Gaston Yam
G. Eggleston Sac
OPEN CLASS
J. Drake Hus
R. Tapley Oss
M. Wright Hus
W. Pattison Yam
D. Tomlinson Bul
E. Whiteside Yam
B. Dietz Hus
J. Robinson Oss
S. Bridge Hus
J. Swindell Yam
E. Young Mai
B. Johnson Hus
J. Klauschie Jr. Yam
W. Saltzman Hus
J. Settanni Yam
B. Pierce A-E
D. Purcell Yam
T. Davison Hus
J. Geddes Bul
L. Wurth Yam
J. Henry C-Z
P. Stranske Yam
R. Bowman Hus
B. Webb Hus
G. Roberts Ric
S. Kiddoo Hus

CMC MOTOCROSS
Saddleback Park
Jan. 3, 1971
By Dave Swift

100 JR.
B. Porter Hod
M. Hutchins Sac
D. Montgomery Met
125 JR. DIV. I
D. Weeks Pen
L. Martin Bul
D. Mull Pen
125 JR. DIV. II
B. Jeffries Bul
T. Welsh Yam
M. Haag Yam
125 JR. DIV. III
C. Jackson Pen
G. Robertson C-Z
R. Topham Sac
125 INT.
M. Garrett Pen
R. Maeda Bul
B. Haag A-E
123 EXPERT
P. deBenedetti Pen
M. Rick Bul
J. Slaton Bul
250 JR. DIV. II
J. Fackler Hus
D. Johnson Mai
L. Vick C-Z
250 JR. DIV. II
S. Schutte C-Z
J. Harriot C-Z
R. Meliota C-Z
250 JR. DIV. III
F. Fisher Mai
S. Stone Bul
D. Slaton Bul
250 INT.
C. Hecker Mai
S. Rowe Oss
E. Vrana C-Z
250 EXPERT
B. Urban Mai
B. Clements Hus
P. Brinkman C-Z
500 JUNIOR
J. Robetson C-Z
G. Erl Mai
G. Stokes AJS
500 INT.
R. White C-Z
A. Anders Bul
F. Carlisi Hus
500 EXPERT
B. Clements Hus
R. Bunn C-Z
M. Nohr C-Z

MOTOCROSS
Carneigie Cycle Park
Jan. 3, 1971
By Bill Spencer

125cc NOV. DIV. I
Jim Dieu Sac
Clyde Reaves Pen
125cc NOV. DIV. II
Bill Scarlett Bul
Jim Turner Sac
Mark Dunaway Yam
125cc AMATEUR
Dan Nack Puc
Jim Willis Hon
125 EXPERT
Jack Jensen Puc
Alex Jorgensen Kaw
250 NOV. DIV. I
Gary Nauman Bul
Ray Hinson C-Z
Rick Eklund Oss
250cc NOV. DIV. II
Skip Doolittle Mon
Skip Taylor C-Z
Dan Dawson Mon
250 AMATEUR
Mark Muscio Bul
Dale James Bul
250 EXPERT
Mike Renslow Bul
Ron Miller Hus
OPEN NOVICE
Don Malley C-Z
Greg Tuller Mai
W.L. Austin Mai
B.C. Eaves Hus
Oscar Booth Bul
OPEN AMATEUR
John Dieu Hus
Carl Roderick Mai
Darrell Courtright AJS
Rich Lopez Yam

SHORT TRACK
Cow Palace
Jan. 2, 1971
By Bill Spencer

MAIN 2:19:96
Al Kenyon Bul
Dave Hansen Bul
Bruce Texeira Bul
Mike O'Brien Bul
Butch Corder Tri
Russ Powell Bul
Joe Henry Bul
Bob Scally Bul
Al Ludwigsen Mon
Bob Rickerts Bul
CONSOLATION 1:36:69
Terry Sage Bul
Les Costanza Kaw
Steve Foster Bul
Bill Flett Mon
SEMI 1 1:16:23
Al Kenyon Bul
Bob Scally Bul
Bruce Teixeira Bul
SEMI 2 1:16:37
Dave Hansen Bul
Mike O'Brien Bul
Bob Rickerts Bul
Butch Corder Tri
Joe Henry Bul
HEAT 1 59:09
Al Kenyon Bul
Bruce Teixeira Bul
Jerry Baugh Oss
Russ Powell Bul
HEAT 2
Mike O.Brien Bul
Jeff Hammond Oss
Chal Dececco Bul
Dave Clark Bul
HEAT 3 59:36
Al Ludwigsen Mon
Bob Scally Bul
Bill Morgan Bul
George Carter Yam
HEAT 4 57:82
Dave Hansen Bul
Joe Henry Bul
Butch Corder Tri
Bob Rickerts Bul

EUROPEAN SCRAMBLES
Cascade M.C.
Bend, Ore.
Jan. 3, 1971
By Larry Ulrich

BEGINNER CLASS
Jim Green Hon
Rick Oliver Hon
125 CLASS
Rick Limbeck Sac
Paul Olmstead Hon
Kurt Odgers Kaw
250 CLASS
Chas. Standiford C-Z
Ray Crawford Oss
Mike Ahalt Hus
Tracy Lantz Mai
Bill St. Jeor AJS
OPEN CLASS
Ken Habeck Hus
Art Rodriquez Mai
Jack Davenport C-Z

"El Trial de Espana"
Saddleback Park
Jan. 11, 1971
By Dee Dee Earl

EXPERT
L.S. Leavett 4 pts.
Mark Eggar 12
Rich Bledsoe 13
Bill Blatzlof 14
John Walters 17
Kevin Walker 17
AMATEUR
Lonnie Ortiz 12 pts.
Terry Griffiths 12
Fernando Belair 12
Rich Delaney 12
Mark Miriani 14
Vic Conaway 17
NOVICE
Chuck McHose 0 pts.
Jim Sheehan 2
Steve Martin 3
Larry Geese 3
Bill Robertson 3
Ray Rehkop 4
PRESS
Tony Murphy 5 pts.
Chuck Kocsis 15
Xavier Jordi 17
Doug Yerkes 19
WOMEN
Barbara Wilson 21 pts.
KIDS
Brian Myerscough 0 pts.
David Franklin 4
Bernard Schrieber 4
Troy Robertson 4

CMC MOTOCROSS
Carlsbad, Calif.
Jan. 10, 1971
By Dave Swift

100 JR. DIV. I
J. McDonald Kaw
D. Sanchez Hod
D. McLeish Yam
100 JR. DIV. II
R. Brooks Hod
R. Sloppy Sac
D. Peck Hod
125 EXPERTS
H. Everts Puc
J. Beauchamp Sac
C. Gouverneur Puc
125 INTER. DIV. I
K. Zahrt Bul
C. Bouck Cra
L. Melligrin Sac
125 INTER. DIV. II
E. Armstrong Pen
B. Haag A-E
S. Porter Bul
125 JR. DIV. I
L. Martin Bul
P. Welsh Yam
K. Snyder Bul
125 DIV. II
R. Byers Sac
M. McClung Yam
S. Sutter Yam
125 DIV. III
R. Topham Sac
K. Kanaki Yam
J. Crook Sac
125 DIV. IV
T. Limar Yam
G. Robertson C-Z
G. Lunford Pen
125 DIV. V
M. Peters Bul
G. Reber Sac
D. Wade Sac
250 EXPERTS
B. Clements (tie) Hus
T. Rapp (tie) Bul
J. Maroney C-Z
250 INTER. DIV. I
B. Booth Mai
M. Roach C-Z
R. Perry AJS
250 INTER. DIV. II
R. Kellogg C-Z
G. Whitehead Hus
J. Fackler Hus
250 JR. DIV. I
C. Wagner Hus
T. McHugh Kaw
P. Roach C-Z
250 JR. DIV. II
B. Yacenda AJS
V. Schmidt C-Z
R. Meliota C-Z
250 JR. DIV. III
A. Seibert Gre
R. Hayward Hus
D. Horton Mai
250 DIV. IV
J. Buhl Hus
P. Baverling Hus
F. Fisher Mai
250 DIV. V
S. Cartmill
W. Sullivan (tie)
D. Snyder (tie)
500 EXPERTS
J. DeSoto C-Z
J. West AJS
M. Runyard Mon
500 INTER.
R. Norris C-Z
F. Gualda Hus
B. Rhoades Hus
500 JR. DIV. I
S. Schmidt Hus
T. Buck Hus
R. Franklin C-Z
500 JR. DIV. II
J. Robertson C-Z
J. Brickner Mai
D. Lopera C-Z
500 DIV. III JR.
J. Cotteen Mai
W. Sullivan Mon
R. Britton C-Z

MOTOCROSS
Houston, Tex.
Jan. 3, 1971

EXPERTS
125
David Music Sac
Fred Hanna Pen
Mike McFarland Bul
Michael Rau Hon
250
Tony Jones C-Z
Bob Graham AJS
Greg Graham C-Z
Wayne Jones Hus
OPEN
Robi Holbert Hus
Richard Crain Hus
Bob Graham AJS
Jake DeBoe C-Z
INTERMEDIATES
125
Robert McKinley Sac
Bill Calpin Mai
Larry Korry Pen
Rob Riggs Yam
250
Robbie Esterlein Hus
Don Rainey Hus
Vince Villarreal Hus
Mark York Oss
OPEN
Mike Murski Hus
John Wolley C-Z
Bobby Helms Hus
Mickey Ferrell C-Z
NOVICES
100
Rex Easley Hon
Tim Kelley Pen
Dubby Gross —
Joe Fisher —
125
Bill Green Yam
Bruce Miller Bul
Richard Presley Pen
Skip Kennedy —
250
Terry Bradshaw Yam
Tim Symons —
Bobby Robertson —
Robert Meitzen Bul
OPEN
Russell Allen AJS
Bobby Wilson C-Z
Lee Trent Suz
Larry Priano Suz
POWDER PUFF
Diane Fox
Donna Barnes
Donna Robinson
Carolyn Conrad

TT & FLAT TRACK
Trojan Speedway
Official Results
Jan. 8, 1971
By Eddie Smith

100 TT
Bob Sanders Kaw
Bob Byars Hon
Steve Okuda Kaw
Larry Shaw H-D
George Gillespie Yam
Scott Doornobs Mon
125 TT
Bob Sanders Kaw
Bruce Nordstrom Yam
Steve Young Yam
Larry Shaw H-D
Chris Davidson Yam
Wally Jones Suz
250 TT
Bob Dournbos Bul
Dennis Creason —
Rick Goads Bul
Scott Sivage Yam
Doug Mason Bul
Pat Eagan Bul
100 FT
Bob Sanders Kaw
Steve Okuda Kaw
Geo. Gillesipe Yam
Glen Bievbnue Suz
Tom Doty Hon
125 FT
Bob Sanders Kaw
Rick Kouns Bul
Steve Okuda Yam
Dan Bougman Yam
Rick Doyle Yam
Chris Davidson Yam
250 FT
Chris Smith Mon
Doug Mason Bul
Dennis Creason Bul
Tom Flynn Bul
D. L. Ralph Suz
Rick Goads Bul
TROPHY DASHES
100 TT
Bob Sanders Kaw
125 TT
Bob Sanders Kaw
250 TT
Chris Smith Mon
100 FT
Bob Sanders Kaw
125 FT
Bob Sanders Kaw
250 FT
Chris Smith Mon

HRA MOTOCROSS
Huntington Beach, Calif.
Jan. 3, 1971
By Gary Schmythe

100 NOVICE
Bruce McDougal Yam
Bryan Justice Hod
Joe Ruffino Hod
Steve Mansfield Hod
Bob Brennan Sac
125 NOVICE
Ray Lopez Ric
Bruce McDougal Yam
Greg Messick Yam
Chuck Justice Yam
John Todla -
Kit Malone Yam
100X, 125X
Randy Myers Bul
John Townsend Bul
John McRoberts Hod
Terry Penman A-E
Derek McLeish Yam
Roger Sanderson Hod
250 X, OPEN X
Danny Hockie Oss
G. Young Hus
Marshall Jennings Hus
Gary Wells Hus
Bill Gonzales Yam
250 NOVICE
Ray Lopez Mai
Richard Bensen Hus
Martin Chokany Hus
Mickey Gantt Yam
John Roberts Hus
OPEN NOVICE
Tim Uschyk Hus
Rick Remelin Hus
Bob Madden C-Z
Paul Gardner Hus
Norman Woodruff Bul

CMC MOTOCROSS
Carlsbad, Calif.
Dec. 27, 1970
By Rich Hoffman

100 JR.
J. McDonald Kaw
J. Volkman Bul
D. Buzza Bul
R. Brooks Hod
125 JR. DIV. I
W. Beckwith Sac
R. Salmon Yam
N. Peters Bul
P. Hendriks Ric
125 JR. DIV. II
T. Lemar Yam
P. Whelsh Yam
T. Duni Sac
L. Martin Bul
250 JR. DIV. I
D. Dickens C-Z
R. Roche Bul
C. Williams Hus
R. Perry AJS
250 JR. DIV. II
E. Vranan C-Z
J. Fackler Hus
T. Snyder Oss
L. Vick C-Z
500 JR.
R. Perry AJS
G. Davis Mac
R. Roach Mac
R. Baxter Ma
125 EX. & INT.
P. deBenedetti Pen
J. Slatyon Bul
L. Greene Sac
R. Meyers Bul
250 INTERMEDIATE
D. Boyston Mac
T. Brinkman C-Z
B. Fisk C-Z
M. Roach C-Z
250 EXPERT
M. Tripes C-Z
T. Rapp Bul
J. Rubic C-Z
B. Urban Mac
500 EX. & INT.
M. Runard Mon
G. Harris Hus
J. Barclay Hus
B. Rhoades Hus

MOTOCROSS
Deadman's Point
Jan. 3, 1971
By Dave Brown

100 JR. DIV. I
J. Carmelle Yam
K. Hemstreet Hod
L. Peterson Kaw
B. Gifford Hon
100 JR. DIV. II
D. Sanchez Hod
B. Jenkins Hod
D. Myott Hon
J. Nocella Hod
100 JR. DIV. III
W. Pollock Bri
S. Wright Hod
T. Travis Bri
R. Reed Hod
125 JR. DIV. I
T. Gillett Bul
B. McMartin Yam
Scott Yam
D. Meyer Yam
D. Spaethe Yam
125 JR. DIV. II
V. Peterson Sac
R. Reinig Pen
G. Peck Sac
T. Harne Yam
L. Larson Sac
250 JR. DIV. I
S. Bebeck C-Z
R. Varvel Oss
G. Nixon C-Z
No. 6
D. Bahhedahl C-Z
250 JR. DIV. II
S. Jackson (tie) Oss
M. Thompson (tie) C-Z
J. Carmello Yam
J. Smith Mai
J. Early Oss
250 JR. DIV. III
L. Ramsey C-Z
G. Macias C-Z
D. Sall Yam
R. Stagg Bul
R. Otto Hus
500 JR. DIV. I
S. Ellsbree Hus
M. Crawford Hus
K. Long Hus
P. Clark Mon
500 JR. DIV. II
R. Van Santan Hus
P. Pooley Hus
T. Walton —
"Fat Al" C-Z
100 INTERMEDIATE
E. Irsik Hon
100 SENIOR
C. Lee V.T.
F. Wilsford Jr. Hod
125 SENIOR
D. Jones Yam
250 INTERMEDIATE
D. Dickens C-Z
M. Faulkner Hus
C. Wagner Hus
S. Hoffee Bul
500 INTERMEDIATE
K. Markling Hus
250 SENIOR
R. Staten Oss
R. Peterson C-Z
500 SENIOR
B. Rhoades Hus

MOTOCROSS
Cycle Hills, Calif.
Jan. 1, 1971
By. Bill Spencer

125 JR. DIV. I
Jim Dieu Sac
Rich Powell Yam
Walt Menge Pen
Gary Collard Pen
Tony Hiegez Yam
125 JR. DIV. II
Jim Turner Sac
Terry Olton Bul
Bill Scarlett Bul
Don Gillingham —
Mike Allen Hod
125 SR.
Dennis Robinson Yam
Jackie Jensen Puc
250 JR. DIV. I
Gary Nauman Bul
Martin Towne C-Z
Ray Hinson C-Z
Mike Edward Hus
George Cayssiais Yam
250 JR. DIV. II
Mori Norman C-Z
Jerry Kole Bul
Frank TAbor Yam
Geoffrey Fox Mai
Steve Berilion —
250 SR.
Brad Lackey C-Z
Jim Miller Bul
Russ Powell Bul
Jerry Johnson Hus
OPEN JR.
Robert Williams Hus
Darrell Hall Hus
Joe Edward Hus
R. Womack Mai
Bill Schaffen C-Z
Bob Malley C-Z
OPEN SR.
Bob Grossi Hus
John Dieu Hus
Eddie Egyed Mai

HALF-MILE
State Championships
Ascot Park
Gardena, Calif.
Dec. 27, 1970

EXPERT MAIN
Jim Rice BSA
Gene Romero Tri
Eddie Mulder Tri
Tom Rockwood Tri
Cal Rayborn H-D
Eddie Wirth Tri
AMATEUR MAIN
John Hateley Tri
Don Emde BSA
Al Kenyon BSA
NOVICE MAIN
Kenny Roberts Suz
Loyal Penn Yam
Scott Brelsford —

HARE SCRAMBLES
E. Washington Championship
Pasco, Washington
Dec. 13, 1970
By Jeanne Friestman

14 & UNDER 125cc Limit
Dallas Weidiman Suz
125cc
Curt Brewer Yam
Dennis Schussman Sac
175cc
Dave Friestman Bul
Doug Graves Yam
Gene Teal Yam
250cc
Mike Jaikel Suz
Don McIntire Mai
Jack Phillips Hus
Jim Rumbolz Mai
Dave Russel Yam
OPEN
Ken Habeck Hus
Lloyd Hashbarger Hus
Dick Poulin Mai
Mike Claphan Hus
Roy Cameron Hon

WINTER SCRAMBLES
Woodland, Wash.
Dec. 27, 1970
By N.A. Williams

100cc TROPHY DASH
Jim Curtis Kaw
A MAIN
Jim Curtis Kaw
Mike Leonard M-B
Don Blatchford Kaw
B MAIN
Neal Hulet Hon
Rick Waters Kaw
Tony Wade Kaw
C MAIN
Victor Anderson Hod
Bill Keyser Hon
D MAIN
Gary Noren Kaw
200cc TROPHY DASH
Don Dodge Kaw
A MAIN
Ron Denney Bul
Bim Watterson Yam
Brad Tibitts Bul
B MAIN
Jim Waldin Yam
Steve Houtz Bul
Bill Keyser Hon
C MAIN
Bill Lewis Yam
Joel McNelly Yam
D MAIN
Terry Anderson Yam
250cc TROPHY DASH
Bill Cook Mai
A MAIN
Gary Kapus Kaw
Ed Herrmann Mon
Jimmie Smith C-Z
B MAIN
Rick Jones Mon
Steve Broze Bul
Brad Tibitts Bul
C MAIN
Don Dodge Kaw
Bill Manley Mon
D MAIN
Bill Goldspink Bul
360cc TROPHY DASH
Jimmie Smith C-Z
A MAIN
Bill Cook Mai
Jimmie Smith C-Z
Gary Kapus Kaw
B MAIN
Larry Fatheringill Yam
Dave Bennett Mon
Ray Crawford Oss
C MAIN
Tom Hartman Hus
Brad Mills Kaw
D MAIN
Mickey Pfeifer Kaw
OPEN MOTOCROSS
Keith Dunn Hon
Neal Hulet (tie) Hon
Jerry Ketchum (tie) Hus
Duane Ellingson (tie) Tri

1970 ACA POINT
STANDINGS
Southbay Speedway

0-125cc TT
Jim Broackman 69
Earl Roloff 60
James Chitwood 42
Gary Scott 36
Earl Barker 24
Steve Nichols 24
Phil McDonald 20
Scott Smith 20
Hank Scott 18
Wayne Hosaka 16
Jerry Hall 12
Roger Brass 12
Lori Fuller 10
Danny Hockie 10
Marc Barbani 8
Dave Blaier 8
Jim Reon 6
Jim Holt 6
Rob Morrison 5
Jeff Matthews 5
Ron Byrd 5
Bob Sanders 4
Scott Duncan 4
Dave Carlson 4
Mike McClees 3
Scott Parker 2
Paul Fitzgerald 1
250cc TT
Gary Scott 94
Wayne Hosaka 54
Ray Vanderpool 43
Sal Peluso 40
Earl Barker 35
John Apple 32
Jeff Hosaka 16
Scott Smith 16
John Swinko 16
Doug Hannon 15
Carl Byers 15
Mike Little 14
Mike Myers 12
Steve Jones 10
Vic Hannan 8
Steve Mudd 8
Grant Brown 6
John Payne 5
Bill Bartels 4
John Mantez 4
Ron Powell 3
Jim Casey 3
Butch Trafton 2
Kevin Stafford 2

Danny HOckie	2
Greg Reynolds	1
Tom Worfolk	1
Tim Leque	1
500-OPEN cc TT	
Al Finan	71
Gary Scott	69
Jim Harmon	65
Ray Vanderpool	42
Richard Ribley	29
Wayne Hosaka	26
David Clemo	18
John Isaacs	18
Richard Mills	16
Earl Barker	15
John Sprague	12
Vic Hannan	10
Steve Nichols	8
Mike Knoshak	6
Mike Lane	6
Russell Burch	6
Ron Powell	5
Ted Longwith	5
Lanny North	4
John Apple	4
Don Stoutner	3
Steve Sharp	2
Fred Willard	2
Ralph Richardson	1
0-125cc SHORT	
Jim Brockman	62
Gary Scott	48
James Chitwood	45
Scott Autrey	30
Earl Roloff	30
Bob Sanders	28
Phil McDonald	26
Rick Foster	24
Steve Nichols	20
Marc Barbani	16
Hank Scott	16
Jerry Hall	12
Scott Smith	12
Danny Hockie	12
Bob Jeffries	8
Sal Peluso	8
Rob Morrison	6
Tom Carroll	6
Jon Mudd	5
Ron Byrd	5
John Peterson	5
Dave Carlson	5
David Nash	4
Jim Holt	4
Mike McClees	3
Jim Reon	3
Lori Fuller	2
Scott Duncan	2
Jeff Matthews	2
Jerry Hall	1
250cc SHORT	
Gary Scott	74
Wayne Hosaka	52
Earl Barker	42
Doug Hannon	32
Ray Vanderpool	30
Mark Peters	30
Sal Peluso	27
James Chitwood	22
Carl Byers	16
Kevin Stafford	12
Mike LItle	12
Jeff Hosaka	11
John Apple	11
R.W. Ring	10
Scott Autrey	10
Jack Sweeney	10
Loyal Penn	10
Mike Myers	8
John Isaacs	8
Scott Smith	6
Ron Powell	5
Bob Hardison	5
Mike Knoshak	4
Steve Mudd	3
John Nortel	3
Richard Foster	2
Larry Bishop	2
John Peterson	2
Mark Kruse	1
Steve Jones	1
Lon Cramer	1
500-OPEN cc SHORT TRACK	
Gary Scott	65
Wayne Hosaka	59
Fred Edwards	44
R.W. Ring	36
Earl Barker	24
Ray Vanderpool	23
John Isaacs	20
Carl Byers	16
Vic Hannan	16
Richard Mills	16
John Hoy	14
Bob Hardison	14
Al Baker	12
Larry Collie	10
Richard Ribley	7
Ted Longwith	5
Russell Burch	4
Ron Moore	4
Ron Powell	3
Al Finan	3
David Clemo	2
Larry Collie	2
Ron Byrd	2
Ralph Richrdson	2
Loyal Penn	1
Bill Bartels	1

CMC 1971 ISSUED NUMBERS

1.	Mike Cram	1518
2.	Mark Nohr	1407
3.	Tom Rapp	1382
4.	Jim Wilson	1183
5.	David Boydstun	1168
6.	Bryar Holcomb	1162
7.	Tim Hart	1119
8.	John Rubcic	1108
9.	Bob Messer	1023
10.	David Smith	962
11.	Jim West	959
12.	Ron Bunn	914
13.	Bill Urban	902
14.	Glen Lund	887
15.	John Garcia	870
16.	Jim Beauchamp	826
17.	Dav. Baker	824
18.	Mike Runyard	791
19.	Pat DeBenedetti	779
20.	Mike Powers	774
21.	Greg Schweers	770
22.	Chuck Lunde	733
23.	Ken Markham	729
24.	Dave Messer	724
25.	Edwin Abbott	711
26.	Greg Cunningham	710
27.	Ric Thorwaldson	709
28.	Bill Clements	677
29.	John Barclay	636
30.	Don Emler	629
31.	Pfutzenreuter	626
32.	Alan Lund	625
33.	Rich Norgaard	623
34.	Tilson Shumate	610
35.	Jim Fishback	591
36.	Rob Hershey	589
37.	Randy Myers	588
38.	Jim Dawson	587
39.	Joel Witte	586
40.	Warren Burrell	585
41.	Mark Blackwell	584
42.	Mike Garrett	580
43.	Ray Lopez	578
44.	Ron Frescura	576
45.	John Maynard	567
46.	David Rodgers	562
47.	Jim Boldt	558
48.	Jerry Natelborg	545
49.	Al Anders	543
50.	Brent Rhoades	541
51.	Jessie Slaton	540
52.	Jeff Wright	534
53.	Marty Tripes	532
54.	Bruce McDougal	522
55.	Bob Kulek	521
56.	Davey Davis	520
57.	Rich Davis	519
58.	David Pessey	518
59.	Chuck Hecker	510
60.	Bob Haag	496
61.	Bruce Baron	495
62.	Lucky Merritt	490
63.	Tim Lunde	483
64.	Skip Porter	477
65.	Brad Brown	474
66.	Fred Gualda	466
67.	Randy Rodriguez	463
68.	Rod Hall	453
69.	Fred Cox	444
70.	Bob Brooks	442
71.	Greg Smith	440
72.	Dennis Chandler	439
73.	Bob Davis	438
74.	Ken Bowser	434
75.	Ron DeSoto	432
76.	Glen Hughes	430
77.	Mike Causey	426
78.	Bob Vacca	420
79.	Bob Bailey	415
80.	Chuck Bouck	413

Final 1970 District 37 Motocross Point Standings (Continued from last issue)

101.	Larrie Rigdon	61	Nov
102.	Lon Peteron	60	Ex
103.	Duane Brown	60	Nov
104.	Ron Morita	60	Nov
105.	Michael Tillman	60	Nov
106.	Gary Wells	60	Nov
107.	Timothy Walke	60	Nov
108.	John DeSoto	60	Ex
109.	Bruce Anderson	59	Nov
110.	Brett Chapman	58	Nov
111.	William Baxter	56	Nov
112.	Rod Crowell	55	Nov
113.	Douglas Loftin	55	Nov
114.	Tim Marquez	55	Nov
115.	Lee Conklin	55	Nov
116.	Scott Sivadge	55	Ex
117.	Michael Plunkett	55	Nov
118.	Phillip Milloux	54	Nov
119.	Jim Hale	53	Nov
120.	Eddie Cole	52	Nov
121.	John Townsend	51	Am
122.	Bob Archer	51	Nov
123.	Jerry Walgamuth	50	Nov
124.	George Etheridge	50	Am
125.	Howard Kissinger	50	Ex
126.	Steve Bell	49	Nov
127.	Ray Dally	49	Nov
128.	Max Porter	48	Nov
129.	Wesley Goebel	48	Nov
130.	Bruce Hanson	48	Nov
131.	Gordon Dickson	46	Nov
132.	Rick Hammell	46	Ex
133.	David Terrell	46	Nov
134.	Robert Fortier	45	Ex
135.	Larry Nolen	45	Ex
136.	Andre Pillon	45	Ex
137.	Jim Ahlefeld	44	Am
138.	Paul Sarense	43	Nov
139.	Larry Geese	42	Am
140.	James Fagen II	42	Nov
141.	Rick Norris	41	Nov
142.	Mark Abbatore	41	Nov
143.	Gary Scroggins	40	Ex
144.	Dennis Jones	40	Nov
145.	Craig Cove	40	Ex
146.	Bryan McLeod	40	Nov
147.	Mark Cook	39	Am
148.	Randy Roche	39	Nov
149.	Roger Spahr	38	Nov
150.	Steve Warren	38	Nov
151.	David Yaryan	37	Nov
152.	Skip Porter	36	Nov
153.	Fred Hice	36	Nov
154.	James Cunningham	36	Nov
155.	Louis Wolf	35	Am
156.	Dale Walter	35	Nov
157.	Steve Scott	35	Ex
158.	Steven Allen	35	Nov
159.	Mike Waste	35	Nov
160.	Jeff Graham	33	Nov
161.	Dick Stewart	31	Nov
162.	Dave Donnelly	31	Nov
163.	Clyde Ross	31	Nov
164.	Thomas Martin	31	Nov
165.	Gary Dranow	31	Nov
166.	Dave Mull	31	Nov
167.	Richard Buchan	31	Nov
168.	Steven Ranta	31	Nov
169.	Harley Pace	30	Nov
170.	Kenneth Neal	30	Am
171.	Mark Blackwell	30	Am
172.	Bob Riley	30	Ex
173.	Larry Mulock	30	Ex
174.	Joe Winnicki	30	Nov
175.	Jim MacDonald	30	Nov
176.	Allen Shirey	30	Nov
177.	William Stanley	30	Nov
178.	Cal Sukut	30	Nov
179.	Bill Turnbaugh	30	Am
180.	Randy Finamark	30	Nov
181.	James Hall	30	Am
182.	Jeff Wecker	30	Nov
183.	Ted Holt	29	Nov
184.	Nick McLead	29	Nov
185.	Ken Booth	29	Nov
186.	Bob Hill	29	Nov
187.	Wiley Possell	28	Nov
188.	Bill Bledsoe	28	Nov
189.	Mark Hovater	27	Nov
190.	Floyd Widener	27	Nov
191.	John Walgmuth	27	Nov
192.	Ken Markling	27	Nov
193.	Dennis Scammell	26	Nov
194.	Tom Broyles	26	Nov
195.	Russell Robinson	25	Am
196.	Lloyd Quintard	25	Ex
197.	Michael Rennington	25	Nov
198.	Linda Bilton	24	Nov
199.	Bob Bothamley	24	Nov
200.	Elliott Brainard	24	Nov
201.	Frank Hough	24	Nov
202.	Laurence Bott	24	Nov
203.	Thomas Grant Jr.	23	Nov
204.	Kim Brandenburg	23	Nov
205.	Mike Harison	21	Am
206.	Jon Miller	21	Nov
207.	Richard Bryant	21	Nov
208.	John Egizi	21	Nov
209.	Joan Wilson	21	Nov
210.	John Wickersham	21	Nov
211.	Pat Snyder	21	Nov
212.	Ron Jones	21	Nov
213.	Roy Sundberg	21	Nov
214.	Jerry Howard	21	Nov
215.	Charles Gilbert	21	Nov
216.	Dan Spaethe	21	Nov
217.	Richard Frampton	20	Nov
218.	Dale Teubner	20	Nov
219.	Frank Mathews	20	Nov
220.	John Rathbun, Jr.	20	Nov
221.	Chuck Daly	19	Am
222.	Willard Fletcher	19	Nov
223.	Michael Angelo	19	Nov
224.	G. Foreman	19	Nov
225.	Rod Scott	19	Nov
226,	RAy Byers	18	Nov
227.	Wayne Richter	18	Nov
228.	Ray Maxey	18	Nov
229.	Rusty Burket	18	Nov
230.	Mike Green	18	Nov
231.	Melody Sullivan	18	Nov
232.	Brad Wilmert	17	Nov
233.	Robert Martin	17	Nov
234.	Tracy Craun	17	Nov
235.	Kirt White	17	Nov
236.	John Clifton	17	Nov
237.	Ralph Duarte	17	Nov
238.	T. G. Richardson	17	Nov
239.	Paul Hendricks	17	Nov
240.	Hilton Higginbottom	16	Nov
241.	Dick White	16	Nov
242.	Danny Wade	16	Nov
243.	Patrick Powell	16	Nov
244.	Frank Kelly	16	Nov
245.	Pat Martin	16	Nov
246.	James Foxe	15	Am
247.	Howard Markham	15	Nov
248.	Ed Musselman	15	Ex
249.	Don Bridges	15	Nov
250.	Fred Wing	15	Am
251.	Lee Haase	15	Nov
252.	Joel Parker	15	Nov
253.	Joe Flores, Jr.	15	Nov
254.	Robert Lihr	15	Nov
255.	Jim White	15	Am
256.	Freddie Corley	15	Ex
257.	Rich Walden	15	Am
258.	Jim Watson	15	Nov
259.	Dave Murray	15	Nov
260.	Lance Brown	15	Nov
261.	Charles Mott	15	Nov
262.	Tom Slagle	15	Nov
263.	Elaine Vaillancourt	15	Nov
264.	Donald Ryan	14	Nov
265.	Duane Whitaker	14	Nov
266.	Bill Hudson	14	Nov
267.	Craig Brewster	14	Nov
268.	Bill Preston	14	Nov
269.	Harry Baldwin	14	Nov
270.	Scott Henson	14	Nov
271.	Wilfred Elam	14	Nov
272.	Bill Tompkins	13	Nov
273.	Lloyd Sukut	13	Nov
274.	Rick Reinig	13	Nov
275.	Stephen Elsbree	13	Nov
276.	Jon Hagar	13	Nov
277.	Chris Brooke	12	Nov
278.	Roger Belding	12	Nov
279.	Robin Clark	12	Nov
280.	Ernest Rubin	12	Nov
281.	Robert Davis	12	Nov
282.	Robert Boyd	12	Nov
283.	John Kraus	12	Nov
284.	Mark Steple	12	Nov
285.	Ronald Speed	12	Nov
286.	Robert Shugrue	11	Nov
287.	Kevin Finley	11	Nov
288.	Bobby Bass	11	Nov
289.	Randy Marston	11	Nov
290.	Steve Sears	11	Nov
291.	Don Hedges	11	Nov
292.	Steve Terrell	11	Nov
293.	Jim Rutter	11	Nov
294.	Michael O'Connor	11	Nov
295.	Ellis Harlin	10	Nov
296.	Ginny Bird	10	Nov
297.	John Danby	10	Nov
298.	Ray McCarty	10	Ex
299.	Robert Just	10	Nov
300.	Jerome Ruzicka	10	Nov
301.	Jim Chandlier	10	Nov
302.	Joe Flores	10	Am
303.	Thomas Fritts	10	Nov
304.	Clay Platner	10	Nov
305.	Robert Waters	10	Nov
306.	Guy Nelson	10	Nov
307.	Mike Todd	10	Nov
308.	Luke Sanford, Jr.	10	Am
309.	Shreena Emans	10	Nov
310.	William Lyman	10	Nov
311.	Donn Sarian	10	Nov
312.	Mike Beanway	10	Nov
313.	Russell Rose	9	Nov
314.	Fred Kelmick	9	Nov
315.	Craig Bloss	9	Nov
316.	Bryan Breker	9	Nov
317.	Charles Pumfrey	9	Nov
318.	Keith Miller	9	Nov
319.	Bill Van Duesen	9	Nov
320.	Michael Beaty	9	Am
321.	Joe Raines	9	Nov
322.	Bob Bland	9	Nov
323.	Steve Watmore	9	Nov
324.	William Collins Jr.	9	Nov
325.	Phil Patton	9	Nov
326.	William Hamann	9	Nov
327.	Thomas Kelsey Jr.	9	Nov
328.	John Kavanaugh Sr.	9	Am
329.	Louie Lima	9	Nov
330.	Scott Gravensen	9	Nov
331.	Tim Walton	9	Nov
332.	Mike Chaval	9	Nov
333.	Carl Wilson	9	Nov
334.	J. Biedenbach	8	Nov
335.	Curt Roth	8	Nov
336.	Gary Brittain	8	Nov
337.	Steven Bibb	8	Nov
338.	Anthony Mallon	8	Nov
339.	Chuck Wagner	8	Nov
340.	Frank McNabb	8	Nov
341.	Don Mock	8	Nov
342.	Larry Robertson	8	Nov
343.	Rob Youmt	8	Nov
344.	Alfred Lopez	8	Nov
345.	David Brown	8	Nov
346.	Andrew Reo	8	Nov
347.	Tom Reed	8	Nov
348.	Bob Crosby	8	Nov
349.	Leonard Nester	8	Nov
350.	Rocky Huish	8	Nov
351.	Donald Campbell	8	Nov
352.	Sheldon Jackson	7	Nov
353.	A. Dwayne Lunsford	7	Nov
354.	Charles Eskew	7	Nov
355.	Arthur Meyer	7	Nov
356.	Skip Armstrong	7	Nov
357.	Robert Wainwright	7	Nov
358.	Bob Curtis	7	Nov
359.	Donald Daniel	7	Nov
360.	Carl Shutte	7	Nov
361.	Grant Lovelady	7	Nov
362.	Bill Jones	7	Nov
363.	Don Sievewright	7	Nov
364.	Ron Rondell	7	Nov
365.	David Kersting	7	Nov
366.	Bob Rushing	7	Nov
367.	Bob Watson	7	Nov
368.	George Kerr	7	Nov
369.	John Steins	6	Nov
370.	Curt Horst	6	Nov
371.	Duffy Hambleton	6	Ex
372.	Gary Reichenbalk	6	Nov
373.	Gene Bookout	6	Nov
374.	David Breakman	6	Nov
375.	Jim Ringo	6	Nov
376.	Jim Moran	6	Nov
377.	Bill Hoppe	6	Nov
378.	Lawrence Fink	6	Nov
379.	Carol Archer	6	Nov
380.	Karl Ross	6	Nov
381.	Byron Ryono	6	Nov
382.	Robert Alderman	6	Nov
383.	Brad Smith	6	Nov
384.	Chris Dawson	6	Nov
385.	Greg Robertson	6	Nov
386.	David Santoy	6	Nov
387.	Richard Benson	6	Nov
388.	Steven Smith	6	Nov
389.	Dick Childs	6	Nov
390.	Don Mardon	6	Nov
391.	Chuck Bybee	6	Nov
392.	Gary McDonald	6	Nov
393.	Robert McDade	6	Nov
394.	Steve Rein	6	Nov
395.	Steve Shaheen	6	Nov
396.	Tim Sarian	6	Nov
397.	Edward Poore	5	Nov
398.	Thomas Rose	5	Nov
399.	Mike Dobbins	5	Nov
400.	James Brey	5	Nov
401.	Mike Brown	5	Nov
402.	Ken Hirchert	5	Nov
403.	John Calvert	5	Nov
404.	Alan Mattson	5	Nov
405.	Tom Walton	5	Nov
406.	Rusty Kay	5	Nov
407.	Richard Soppe	5	Nov
408.	Bill Douglas	5	Nov
409.	Steve Patterson	5	Nov
410.	Jerry Rateliff	5	Nov
411.	Stephen Merkel	5	Nov
412.	Chris La Frenaye	5	Nov
413.	Charles Grant	5	Nov
414.	Patrick Fonteyn	5	Nov
415.	Mark Tieben	5	Nov
416.	Randall Whiteaker	5	Nov
417.	Michael Closson	5	Nov
418.	Bill Selby	5	Nov
419.	Thomas Franklin	5	Nov
420.	Nick Voge	5	Nov
421.	Alan Turton	4	Nov
422.	Michael Huggins	4	Nov
423.	Michael Haag	4	Nov
424.	Chris Hytten	4	Nov
425.	Dan Burgess	4	Nov
426.	Dave Mock	4	Nov
427.	Cory Preciado	4	Nov
428.	Jim Gelb	4	Nov
429.	Ronald Hetherington	4	Nov
430.	Patrick McMullen	4	Nov
431.	Bob Walker	4	Nov
432.	Chuck Hanson	4	Ex
433.	Dennis Lodes	4	Nov
434.	Eric Jacobson	4	Nov
435.	Larry Eaton	4	Nov
436.	Gregory Messick	4	Nov
437.	Richard Parker	4	Nov
438.	Joseph Richardson	4	Nov
439.	Mike Paventi	4	Nov
440.	Paul La Frenaye	4	Nov
441.	Dennis Craig	4	Nov
442.	Kenneth Synder	4	Nov
443.	Robert Fuller	4	Nov
444.	Steve Hyder	4	Nov
445.	Gary P. Brown	4	Nov
446.	Steve Riggen	4	Nov
447.	Richard Doyle	4	Nov
448.	Paul Mahnke	4	Nov
449.	Bart Rogers	3	Nov
450.	Charlie Powell	3	Nov
451.	David Hommedier	3	Nov
452.	Skip May	3	Nov
253.	Glenn Scott	3	Nov
254.	Stephen Lowell	3	Nov
255.	Richard Franklin	3	Nov
456.	Larry Haydon	3	Nov
457.	Tom Gross	3	Nov
458.	Mike Ruby	3	Nov
459.	Jeff Zumwalt	3	Nov
460.	Fred Montgomery	3	Nov
461.	Stuart Higgins	3	Nov
462.	David Frazier	3	Nov
463.	Donald Bischoff	3	Nov
464.	Tom Magglos	3	Nov
465.	James McLemore	3	Nov
466.	Michael Varton	3	Nov
467.	Robert Kaeding	3	Nov
468.	John Stephens	3	Nov
469.	Robert Gunderson	3	Nov
470.	Mike Porter	3	Nov
471.	Vernon Tucker	3	Nov
472.	Glenn Wheeler	3	Nov
473.	Danny Stone	3	Nov
474.	James Judd	3	Nov
475.	Allan Cooke	3	Nov
476.	Robert Paul	3	Nov
477.	Robert Phares	2	Nov
478.	James Burgess	2	Nov
479.	Richard Ball	2	Nov
480.	Russ Duronslet	2	Nov
481.	Ronald Bunn	2	Nov
482.	Frank Kelly	2	Nov
483.	Melvin Shapiro	2	Nov
484.	Boyd Bernard	2	Nov
485.	Daniel Ramirez	2	Nov
486.	Leonard Frazier	2	Nov

Magnificent Maicos at Mid Valley
Mid-Valley
7550 Balboa Blvd.
Van Nuys, Cal. 91406
213 – 785-5336

DIST. 37 MOTOCROSS STANDINGS Cont'd.

487.	Ernie Pascua	2	Nov
488.	Albert Drake	2	Nov
489.	Tommy Cook	2	Nov
490.	Gary Nelson	2	Nov
491.	Art Stevenson	2	Nov
492.	Mike Manning	2	Nov
493.	Steve Markling	2	Nov
494.	Richard Kaeding	2	Nov
495.	Tom Nelson	2	Nov
496.	Charles Kelly II	2	Nov
497.	Scott Hangan	2	Nov
498.	George Davis	2	Nov
499.	Jim Felt	2	Nov
500.	Glen Nester	2	Nov
501.	James Flanagan	2	Nov
502.	William Roemermann	2	Nov
503.	Bill Parkening	2	Nov
504.	William Toomey, Jr.	2	Nov
505.	Randy Berkeley	2	Nov
506.	Ed Jaffee	2	Nov
507.	Bill Sears	2	Nov
508.	James Exler	1	Nov
509.	C. S. Nicholson	1	Nov
510.	Walter Hopson	1	Nov
511.	Robert Schultz	1	Nov
512.	Gary M. Stoller	1	Nov
513.	Richard Rumble	1	Nov
514.	Robbie Vilarino	1	Nov
515.	Charles Duff	1	Nov
516.	Thomas Stockton	1	Nov
517.	Pete Staples	1	Nov
518.	Rick Newlee	1	Nov
519.	Larry Barkley	1	Nov
520.	Robert Haag	1	Nov
521.	Jack Blackwell	1	Nov
522.	Ernest Becker	1	Nov
523.	Robin Cerasuolo	1	Nov
524.	Hunter Brashier	1	Nov
525.	Randall Martin	1	Nov
526.	Joe Turnbaugh	1	Nov
527.	Mike Kieber	1	Nov
528.	C. E. Murray	1	Nov
529.	David Brooks	1	Am
530.	Howard Jacobs	1	Nov
531.	John Michael	1	Nov
532.	Harry Bliss	1	Nov
533.	Randy Knerr	1	Nov
534.	Alfred Perez	1	Nov
535.	Mike Marion	1	Nov
536.	Ray Archibald	1	Nov
537.	Ronald Paris	1	Nov
538.	Tom Constable	1	Nov
539.	Mel Lindell	1	Nov
540.	Roger Sobie	1	Nov

ACA MOTOCROSS POINT STANDINGS FINAL

100cc JR.

Bruce McDougal	57
Bob Rowe, Jr.	40
Kenneth Zahrt	35
Mark Hutchins	35
Mark Stevenson	26
George Anderson	26
Joseph Ambrose	26
Mike Paulsell	24
Brad McKee	21
Dennis Peck	16
Terry Smith	15
Danny La Porte	15
Dave Rodgers	15
Tim Lunde	12
Frank Hentrup	12
Skip Porter	12
John Volkman	12
Mark Tyer	11
Danny Slaton	10
Bill Nowak	8
John Reyes	8
Steve Wright	8
Terry Smith	6
Bill McClain	6
Milan Trehearne	6
Scott Naide	6
Lonnie Brimer	6
Mike Ruby	5
Jeff Cruzon	5
Brian Boberick	5
Mark Reyes	4
Allen Cullen	4
Barry Porter	4
Robert Hayes	4
Keith Naide	4
Jon Helton	3
John Duffant	3
Don Morgan	2
M. Foreman	2
Ron Bere	1
Richard Stelk	1

125cc JR.

Mark Rick	71
Johnny Garcia	35
Jesse Slaton	32
Gary Thatcher	30
Skip Porter	27
Jim Culwell	24
Ross Maeda	22
Wen Beckwith	20
Pat Flynn	16
Mike Payse	15
Jon Miller	15
Don Welks	15
Brent Sears	14
Louie Dunn	11
Jim Ridosh	10
Douglas Bradbury	10
Tom Raines	10
Bruce McDougal	10
Jeff Zumwalt	9
John Erwin	8
Dave Humphrey	8
Scott Hoffee	8
Randy Myers	7
Robert Lehr	6
Richard Foshay	6
Mike Slaton	6
John Million	5
Curtis Roth	5
Tim Lunde	5
John Egizi	5
Tim Uschyk	4
Kevin Porter	4
Frank Hentryp	4
Jim Hale	4
Gary Scroggins	3
Mike Haag	3
Joseph Brickner	3
John Townsend	3
G.J. Dickson	3
Steve Hoeller	3
Mark Hibbert	2
Willie Pingdo	2
Randy Waters	2
Steve Nutter	2
Andy Lopez	2
Dan Hinke	1
Doug Morton	1
John Tadla	1
Greg Messick	1

250cc JR.

Frank Rowe	48
Bob Merrick	35
John Hawthorne	27
Steve Schutte	22
Jim Culwell	21
Gary Brittain	18
Rick Norris	18
Donnie Staman	18
Pete Kolbet	16
Akira Goto	16
J.T. Parker	15
Larry Pashin	15
Fredrick Cox	15
Morris Malone	15
Gary Stokes	12
Jack Hawk	12
Ronald Powell	12
Jim Henry	12
Tom Gross	11
Shimpei Yamazaki	10
Cliff Hagen	10
Art Stevenson	9
Bill Spann	8
Terry Tracey	8
Dennis Chandler	8
Martin Richmond	8
Greg Wickam	8
Bruck Bast	6
Raul Escamelta	6
Mike Powers	6
William Fletcher	6
George Spellman	6
R. Brown	6
Rusty Kay	6
Ron Burpo	5
Butch Kohler	5
Joe Erwin	5
Dave Clugh	5
John Maroney	5
Richard Petz	4
Bob Christensen	4
Jerry Nateleborg	4
Steve Heck	4
Jeff Zunwalt	4
Gerald Merett	4
Larry McCarty	3
Dave Yaryan	3
Jon Maeda	3
Tony Brickel	3
Hiroshi Sakuma	3
Harry Baldwin	3
Don Stevewright	3
Charles Jeffries	2
Tom Conley	2
Jack Blackwell	2
Ted Schafer	2
Larry Kopp	2
Dale Wilcox	2
Mike Chvia	2
Tim Ushyk	2
Kent Graham	2
Robert Schultz	1
Edward Mendez	1
Art Meyer	1
Mickey Hunt	1
John Luna	1

500cc JR.

Ken Ratzloff	32
William Baxter	27
Bill Jones	26
Brenny Coates	26
Bob Mortensen	25
Phil Mailloux	24
Alan Wurtzel	15
Mike Harrison	15
Bob Merrick	15
Mike Brown	15
G.L. Foreman	14
Dave Smead	12
Ed Abbott	12
Steven Bibb	10
Bruce Anderson	10
Bob Kessinger	10
Rocky White	10
Steve Rauch	9
Charles Carr	8
Tom Clodt	8
Bob Rodine	8
Larry Geese	8
Bob Cauppi	8
Bob Davis	8
Mearle Collier	8
Ed Pepelka	7
Richard Franlen	6
Lee Haase	5
Nick Leontieff	5
Bill Dick	4
Paul Sorensen	4
Tom Brassfield	4
Randy Knerr	4
Larry Kopp	4
Ralph Gayton	4
Richard Leavell	3
Richard McCormick	3
Larry Lee	2
Vernon Tucker	2
Morris Malone	2
C.S. Nicholson	1

125cc SENIOR

Dick Frampton	14
Gary Bailey	7
John Rice	5
Rick Hammel	4
Don Emler	4
Ruben Benites	4
Bill Urban	3
Davey Davis	3
Bill Blakeslee	2
Bryar Holcomb	2
Mark Cook	2
Tom MacNamara	1
Chuck Lune	1

250cc SENIOR

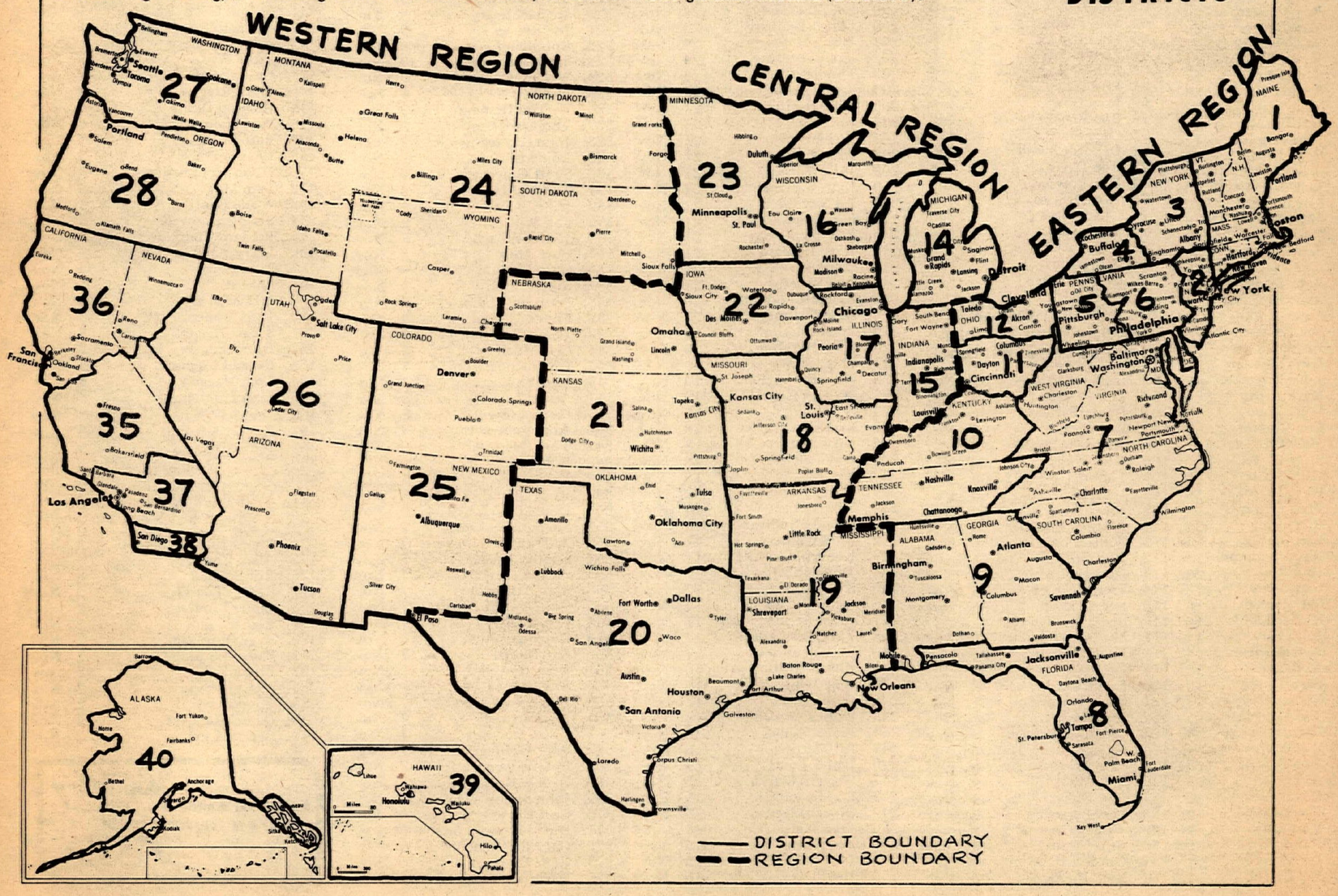
Bob Bailey	18
Chuck Lunde	16
Ron Miller	15
Mike Runyard	15
Bruce Baron	12
John Maroney Jr.	12
Don Bevans	10
Mike Powers	9
Pat DeBenedetti	6
Mike Plunkett	6
Dick McCormick	5
Mike Bast	4
John Maynard	4
Walt Axthelm	4
Don Shore	3
Steve Hammer	3
John Rubcic	3
Bill Blakeslee	3
Danny Hockie	2
Bill Urban	2
Bill Clements	2
Biyo Witte	2
Dave Messer	2
Ralph Karschner	1
Bill Gomen	1
Bryar Holcomb	1

500cc SENIOR

Carl Cotton	27
Mike Runyard	18
Gary Bailey	15
Ronald Fry	14
Mark Blackwell	12
Bob Steffan	10
James O'Neal	9
Ron Bunn	6
Bob Bailey	6
Jack Kell	5
Pat DeBenedetti	5
John Maynard	4
Ed Meyers	4
John Barclay	4
Randy Burak	4
Jack Mahan	3
Bill Clements	3
Don Shore	2
Michael Rendich	2
Greg Smith	2
Andre Pillon	1

AMA REVISES DISTRICTS

The American Motorcycle Association has revised its district division of the United States, reapportioning according to recent examinations of the current motorcycling activity across the nation. The jurisdiction of many AMA Congressmen remains unchanged, but in some areas new elections arenecessary. A current Congressman will remain in office in the area where he lives. For example, Ray Hempstead has been the Competition Congressman for Florida, Georgia, and Alabama. According to the new division, Florida is now a single district (No. 8), so Hempstead will serve another year as Congressman for that area. At the 1971 sanctioning meeting, a new Congressman will be elected by the clubs in Georgia and Alabama (District 9).



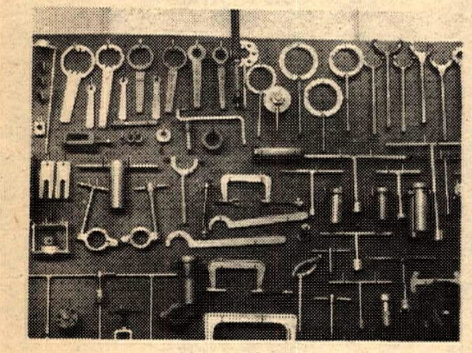
The Home Workshop

By Rod Breaker

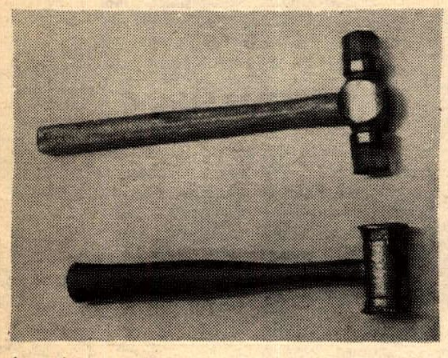
Many times a rider wishes he had the tools and equipment to do the work on his machine at home in his garage, but when he walks into a well equipped shop and sees the array of tools that confront him, he suddenly has visions of bankruptcy. It may not occur to him that all these tools are needed by the shop because they work on a number of brands and a great number of models, while the average rider has only one machine to worry about.

Of course outfitting the home workshop has a lot to do with how much cash you can lay out for tools. The best way is to set a little aside each payday and buy a few tools at a time. This way it won't be missed so much and the woman who shares your fortunes will be less apt to make you sleep in the garage with the tools when she finds out you spent the money for them.

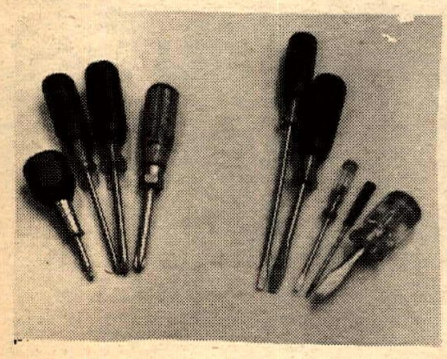
You should concern yourself with essential items first. For instance, an electric grinder with a grindstone and a wire wheel is as handy as a shirt pocket, but it is also expensive. If you feel that you must have one, check the misc. column of your local want ads in the newspaper, sometimes you can pick up some real bargains. Here are a few items that you will find handy to have around and that do not cost an arm and a leg to own.



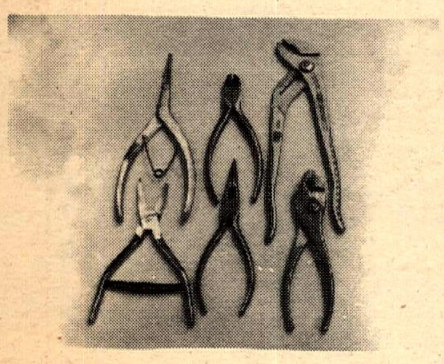
An example of a service department's special tools. The average rider has no use for a collection such as this. While some are universal tools, many are special for certain machines and if you do not own one of these machines, the tool would be useless.



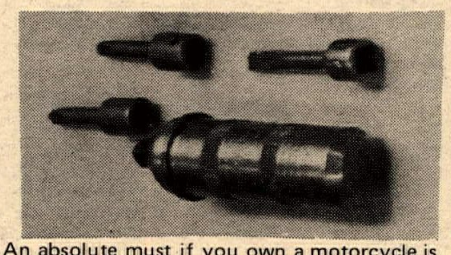
Ignoring remakrs about 'hammer mechanics', you should invest in a couple of the 'candy-axe' type hammers. There is no need for a steel hammer. A good brass hammer and a plastic-tipped mallet as pictured will do all that is needed. They are fairly cheap from any tool department in the large department stores.



Proper screwdrivers are a must. You should have a wide variety of both phillips and regular, so that you will have the correct screwdriver for the job. What ruins most screw heads as well as the screwdriver is using the wrong size tool.

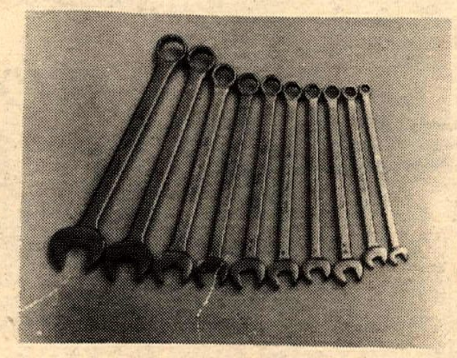


A large variety of pliers is not necessary, but in addition to the regular type, a pair of Channel-Locks can be very useful. Also pick up a set of needle-nose and some side cutters. If you can afford them, a set of inside and outside snap ring pliers is a good investment.

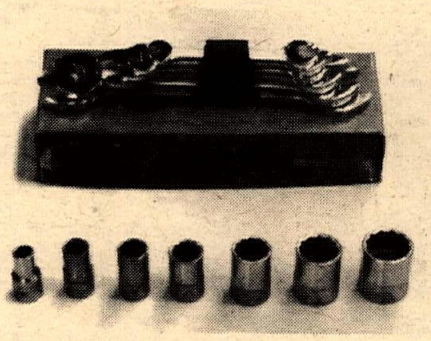


An absolute must if you own a motorcycle is an 'Impact Driver'. This one is sold by Snap-on for about eight dollars and it lasts forever. For removing even the most stubborn screws, it cannot be beat. It will not only take the screwdriver tips shown here, but will accept sockets as well.

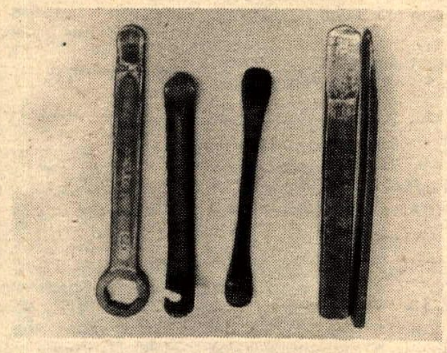
Along with the 3/8" drive ratchet, you should also pick up a few extensions of different lengths. Get a spark plug socket to fit your particular machine. Some bikes will not accept a socket to remove the plug, so check before you invest the money.



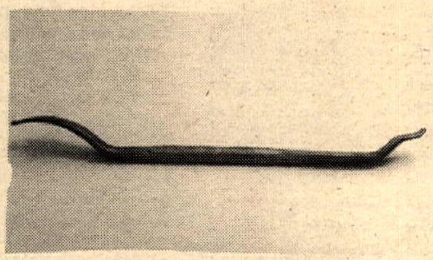
If your machine is made anywhere but in England or the United States, you will need a set of metric wrenches. This set is made by Thorsen and is a good reliable set at a decent price that covers most of the sizes you will need.



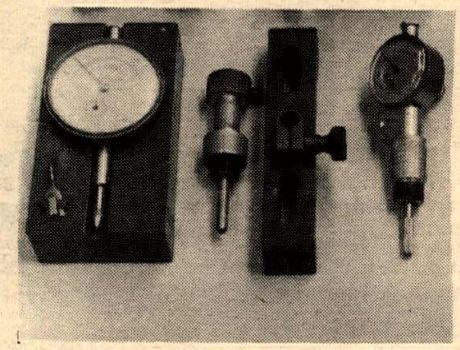
If you have an English machine, you will need Whitworth tools. These are a little harder to come by. The wrench set if from Wheelsport, an accessory distributor, while the socket set is similar to those sold by Hap Jones Dist. Co., Rocky Cycle Co., or The Flanders Co. Flanders also has a nice assortment of combination wrenches that are a little more reasonable than Snap-On or Bonney.



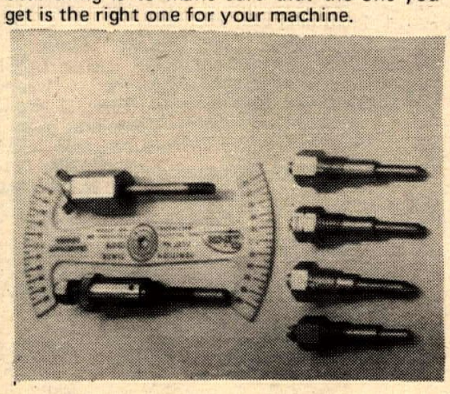
For changing tires (if you wish to attempt it yourself) there are any number of tools available; most of those that are included in the tool kit with the machine are sufficient, but you may wish to purchase one like the Yamaha one that has a 23mm wrench on one end, or a set of the Harley-Davidson ones as shown that will work on the most stubborn of tires.



If you wish to spend a little more to make the job easier, this special tire tool designed by Aragon and distributed by his firm makes tire changing a simple job. One end of the tool is used to remove the tire and the other end for installing it. Used correctly, it is almost impossible to pinch a tube.



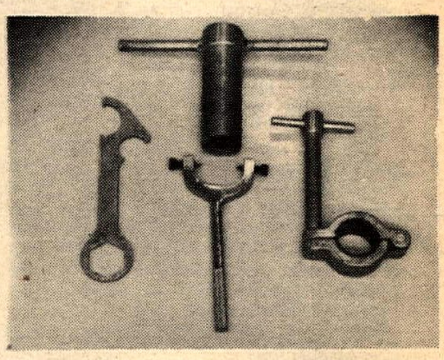
While a dial indicator is getting into the realm of very expensive tools, it really is the best thing to set 2-stroke ignition timing. Pictured here are the ones for Yamaha and Suzuki, the best thing is to make sure that the one you get is the right one for your machine.



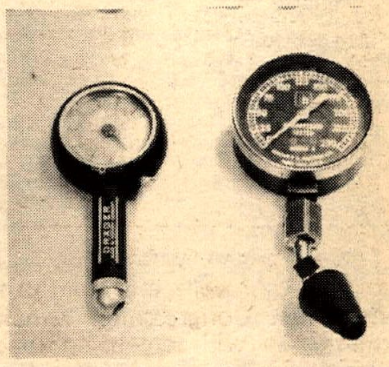
For the big four-stroke machines, the timing devices are different and again you should find out what your particular machine needs. Here is a timing degree wheel for a Triumph with various timing and TDC tools for different models. On the late models, these are not necessary as they are set up to be timed with a timing light. If you should purchase a timing light, get a good one that uses an external power source.

Essential for timing any engine except where the timing light is used, is one of these things, commonly referred to as a 'buzz-box'. One is made by Dunleer in the U.S., the other is Japanese and can be ordered from a Suzuki or Honda dealer. Yamaha also makes on that uses a dial instead of a light and a buzz. Cost: $20.00 approx.

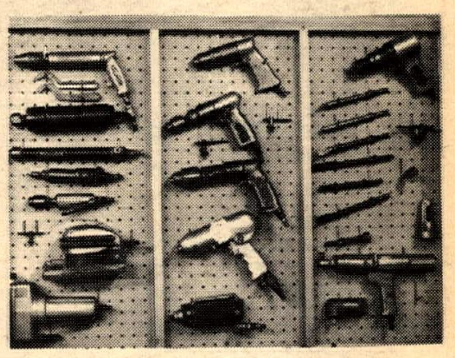
If you have a flywheel magneto on your machine, you will have to have the correct puller to remove it. Shown here are various types of flywheel pullers along with a flywheel holding tool that is adjustable for different makes, it is available from Rocky Cycle Co. in Redwood City, Calif. for about $4.00. It must be obtained through your dealer as they do not sell retail.



For more than routine maintenance, you will probably need special tools such as these fork tools for stripping various forks. Before embarking on any special job, check to see what special tools are needed and whether the cost of the tools will offset the savings of doing it yourself.



Handy gadgets to have are a compression and a tire pressure gauge. While this gauge on the left is a little more elaborate than the normal one found at the local gas station, it is a lot more accurate.



If you have a collection of pneumatic tools like this, you couldn't get along without an air compressor. But while air-driven tools are nice, they are usually beyond the financial scope of the average rider. A small compressor is handy to have in your shop if for nothing else than to clean off freshly washed parts.

EVEL *(Continued from page 5)*

The crowd explodes, 15,000 voices bellowing admiration. A white-leathered figure comes speeding back out of the darkness and rolls to a stop at the top of the landing ramp. The helmet comes off and Evel Knievel stands over the surging masses with arms outstretched in a gesture of victory for all. A symphony of strobelights punctuates his conquest. Evel Knievel doesn't sell motorcycle jumps, he sells a feeling that only a precious few people can give.

The next morning, Evel visited Long Beach Memorial Hospital to find out that he had dislocated the steel plate in his hip. That afternoon on crutches he supervised the loading of the ramps.

At one point, Evel was explaining the reason for the perfection he demands. "If you're racing Friday," he says, "and your bike quits you can always get off and come back next Friday. But if you're going 60 miles an hour and your bike quits when you hit the ramp your nose is going to land right here." He taps the front of the safety ramp with his cane. "You'll never come back." He ponders that for a moment. "Well, maybe in six months, if you're tough."

DEALER & SERVICES DIRECTORY

Arizona

PHOENIX
BUDDY STUBBS – ARIZONA H-D. Serving all of Ariz. Complete stock of everything for H-D. Four factory trained mechanics. Open 9-6 Tues.-Sat. 2507 E. McDowell Rd., Phoenix 85008. Tel: (602) 275-7677.

California

ALHAMBRA
STEEN'S Inc. 1635 W. Valley Blvd. (213) 289-4351. Wholesale and Retail Ceriani Forks and Rear Suspension, Rickman Metisse Kits, Magura Levers, Filtron, Air Cleaners, Taco Mini-Bikes, Hodaka SS Dirt Bikes "The Home of SUPERGOODIES" 8:30-5:30 Mon.-Fri., 8:30-2:00 Sat.

ANAHEIM
ROBERT M. LAW M/C SALES AND SERVICE. Sales & Parts at 224 No. Anaheim Blvd. Service at 239 No. Anaheim Blvd. (714) 533-1309. "We specialize in after sales service." Triumph, Yamaha, Greeves. Open Friday till 9 p.m.

BAKERSFIELD
SACHS SALES AND SERVICE Johnny's Motorcycle Co., 415 19th Street – (805) 323-1458.

BELLFLOWER
BELLFLOWER M/C SHOP, INC., 9135 E. Compton Blvd. (2 Blks. E. of Lakewood) Bellflower, 925-5093. "We emphasize service." Tri., Yam.

PAUL'S HARLEY-DAVIDSON – 16211 S. Lakewood Blvd., Bellflower. Ph: ME 4-1222. Paul Lass. Large selec. of new & used motorcycles. Write for mail order parts, new or used. Now also Dealer for Suzuki & H-D.

CANOGA PARK
INTERNATIONAL M/C Co. 7233 Canoga Ave., Canoga Park. (213) 346-3700. 100's of used parts. Cyl. rebors. Tri., Yam., Hod., Moto-Beta.

COMPTON
CUSTOM CITY SPORTS CENTER. Sales & Svc. Yam., Mini-bikes, Totegotes, m/c trailers, cust. acces. See us before you deal, buy, sell, trade. 15721 S. Atlantic, Compton, 635-8058.

CULVER CITY
TED EVANS Motorcycle Sales and Service – Complete line of accessories for Triumph, Yamaha and Bultaco. Street and speed tuning our specialty. Open daily 9 to 5, Sat. 8 to 5, closed Sun. & Mon. 13347 W. Washington Blvd. (213) 390-3406.

FULLERTON
TOWN AND COUNTRY CYCLE. Suzuki and Puch. Sales, service, parts and accessories. Open 6 days a week, 9-7, Friday 9-9. Closed Sunday. 411 South Brookhurst, Fullerton, Calif. 92633. 714-871-2460.

NORTHRIDGE
TRACKMASTER RACING FRAMES, 18548 Parthenia Street, Northridge, Calif. 91324. (213) 349-9024. One week delivery after order received.

GARDENA
HONDA OF GARDENA, 15515 S. Western Ave., Gardena. Ph: 770-0603 or 323-8314. Also a full line of KAWASAKI M/C's, Parts and Access. We handle M/C Insurance too! Come in or call for further info.

HAWAIIAN GARDENS
DOWNEN'S – Suzuki, Penton, Ossa, Jawa, CZ, Greeves & Maico. Street, Desert & Motocross. Sales & Service. 11835 E. Carson St., Hawaiian Gardens, 1½ Blks. E. of 605 Fwy. off ramp. (714) 521-5343 or (213) 421-1655. Hrs: Mon-Thurs. 9-7, Fri. 9-9, Sat. 9-4.

HAWTHORNE
CB MOTORS – Bultaco sales. We svc. all makes. Villiers spares. Trail, street or sports: We fill the bill. Charlie Hockie & Bill Thorwaldson. 13537 Crenshaw Blvd., Hawthorne, Cal. (213) 679-6550.

INGLEWOOD
Intensified CROWELL CYCLE SHOP, 10427 Prairie Ave., Inglewood, Cal. Ph: 673-5562. Ossa, Hod. & Bultaco. Complete parts & service for all makes. Open 6 days 10-7.

BILL KRAUSE SPORTCYCLES. The M/C department store. 1257 S. La Brea, Inglewood, Calif. 90301 – (213) 671-0405. Authorized dealer for Honda, Tri., Yamaha and Greeves. Sales–Service–Parts––Insurance.

HARLEY-DAVIDSON OF INGLEWOOD, 901 N. La Brea Blvd. Authorized H-D dealer for Inglewood area. Specializing in road riders access. & parts for all models. Full equipped service dept. with fact. trained mechs. Open Tues.-Sat. 8-6. 671-7609.

LONG BEACH
HARLEY-DAVIDSON OF LONG BEACH – 3654 Long Beach Blvd. 426-7101. H-D dealer for Long Beach area. Full line of parts & access. for both Road & Comp. riders. Top quality service, fully equipped svc. dept. Open Tues.-Fri. 8-6, Sat. till 5.

JOE KOONS SALES & SERVICE – BSA, BMW, Suz. and Vespa. Full parts & access. for all makes. Large qual. service dept. fully staffed with trained mech. Bring in your bike and see what we can do. 1350 E. Anaheim, Long Beach, 591-7159, open Mon. thru Sat. 8-6.

LONG BEACH YAMAHA. Yam. Dealer for Long Beach area. We service all. Open 6 days 9-6:30 in Long Beach, 3580 E. Pacific Coast Hwy. (213) 597-3317 or 8.

LONG BEACH TRIUMPH SALES, 624 W. Pacific Coast Hwy., Long Beach (213) 436-0158. "Best service available, specializing in tune-ups." Tri., Kaw., Moto Guzzi and Duc.

LA HABRA
LE BARD & UNDERWOOD, 221 E. Imperial Hwy., La Habra, phone 714–879–8252 or 213–691–3104. "Service is our middle name." Honda, BMW, Kawasaki.

LA PUENTE
MOTO GUZZI, HODAKA Sales, Parts, Service. Open 9:30–7:00 p.m. Tues.-Sat. Motorcycle Supply, 14824 E. Valley Blvd. Ph: 336-8815.

LOMITA
HARLEY-DAVIDSON OF LOMITA – 2 miles west of Harbory Fwy. at 2212 Pacific Coast Highway, between Crenshaw & Western. Authorized H-D dealer for So. Bay Area. A beautiful well stocked store for your needs (H-D only). Tues.-Fri., 8:30-6:00, Sat. 8:30-5:00. (213) 534-5530.

MONTEBELLO
STEVE HURD MOTORCYCLES – Kawa., Maico, Greeves & MZ. Service & Parts for what we sell. 1405 Olympic Blvd., Montebello. (213) 724-0466.

BMW SPECIALISTS – 411 W. Whittier Blvd., Montebello, Ca. 90640. Specialists in BMW, Husky & Sachs. Parts, Service & Accessories. Open Tues. thru Fri. 9-6:30; Sat. 9-5:30. Phone (213) 724-9474.

MONTEREY PARK
ED KRETZ & SON CYCLE SHOP, 417 E. Garvey Ave., Monterey Park. AT 0-8244. Tri., Hon., BMW and Suz. Complete parts & service. Expert tuning & mech. work.

NORWALK
JENKINS SPORT CENTER INC. Authorized dealer for Yamaha, Rickman Metisse, Hodaka, Gemini SST. Largest selection of bikes, parts and accessories in the area. Open 9-6 except Sundays. 13200 San Antonio Drive, Norwalk, Calif. 90605. 213–868–9997. (At the Santa Ana Fwy.)

PACOIMA
CASEY'S CYCLE REPAIR – BSA – Bul., Hodaka, Svc. for most. Compl. machine shop. Open Tues. thru Sat. 9-6. 10249 San Fernando Rd., Pacoima. 896-1046.

POMONA
HARLEY-DAVIDSON OF POMONA – 1241 W. Holt Blvd. Phone (213) 332-0616 or (714) 622-5417. Authorized Harley-Davidson dlr. for Pomona. Full line of parts & access. Quality service in a fully equipped service dept.

RIVERSIDE
SKIP FORDYCE MOTORCYCLE CENTER. Honda & Harley-Davidson exclusively. "We've been told it's one of America's most complete and modern facilities". Shop the Big Store and SAVE – where the bargains are. In the middle of Main Street at 14th. Riverside. (714) 684-4747.

SAN BERNARDINO
THE TWO WHEELER – Triumph, Honda, Bultaco. Home of Champions. Full parts. Service and Access. One block west of Inland Center. 867 So. Inland Center Drive, San Bernardino. TU 5-3445.

SANTA ANA
ORANGE COUNTY CYCLE – Motocross Headquarters for So. Cal. – Yam., Maico, CZ, Husky, Penton. Complete parts & service for all makes. 205 N. Harbor Blvd., Santa Ana, Cal. Ph: (714) 531-9984. Drop in and see Bob Maynard.

ROY'S M/C SHOP, 12461 Westminster, Santa Ana. "Orange County's oldest established Honda dealer." Honda, Triumph, Kawasaki. (714) 531-0742.

IRV SEAVER M/C – BSA, BMW, Suzuki, Ossa, Cushman trucks. 2402 N. Main, Santa Ana. (714) 542-8691.

SANTA MONICA
THRIFTY LAD HONDA – Selling Honda – EXCLUSIVELY. Huge supply of Honda parts plus accessories for all makes. Expert repair service for all makes & models. Open 7 days a week. 8 a.m. to 6 p.m. 2411 Lincoln Blvd., Santa Monica, Ca. 90405. Phone (213) 392-3066.

SHERMAN OAKS
BUD EKINS M/Cs in Sherman Oaks. Triumph-Honda-Jawa-C.Z.-Eso-Honda-Rickman Metisse-Cheney. Open Tues. through Sat. 10:00 am-7:00 pm, closed Sun. and Monday. 14460 Ventura Blvd., Sherman Oaks, Cal. (213) 872-2110 or (213) 788-2251.

TEMPLE CITY
HONDA OF TEMPLE CITY – 9228 E. Las Tunas, Temple City. 287-5959. Honda & Hodaka for Northeast area. Parts galore and service too.

TORRANCE
HOCKIES MOTORCYCLES – Sales & svc. 22025 S. Figueroa St., Torrance. Harbor Fwy. – Carson St. turnoff. (213) 328-1242. Gre., Yankee, Ossa, Hod., Bultaco. Also used bikes. Best parts supply in town. We service what we sell. Complete mach. shop – Exp. tuning & mech. work. Hours: 10-7. Closed Sun. & Mon.

WEST LOS ANGELES
PETE JOSEPH'S HOUSE OF YAMAHA – BSA, BMW, Bultaco and Yamaha sales service & parts. Custom painting & bike customizing. No down payment O.A.C. Open Tues. thru Sat. 8:30-6:00. "Where the stars buy their 2-wheel cars." 11975 Santa Monica Blvd. 1 mile west of San Diego Fwy. Call (213) GR 3-6717 for pickup and delivery service.

TED'S IMPORTS – Triumph sales & service. Competition desert bikes – ready to win – in stock. "We will take cars in trade." 11726 Santa Monica Blvd., W. Los Angeles. (213) GR 3-1101. Open 6 days. Rod Kosky, Service Manager.

WHITTIER
WHITTIER HARLEY-DAVIDSON – Full line new & used motorcycles, parts & serv. dept. Lots of conversation while we serve you and FREE coffee. 7930 S. Greenleaf. (213) 693-9114. Open Mon.-Sat. "Nixon's Home Town."

WOODLAND HILLS
KOLBE CYCLE SHOP 22420 Del Valle, Woodland Hills. DI 8-7865. BSA, Honda, Bultaco, Hodaka & Amer. Eagle. Complete parts & service dept.

NORTH AMERICAN CONTINENT
NORTH AMERICAN IMPORTS. Mavrick Shocks, Hodaka Transistorized Ignitions, Akront Alloy Rims & Stainless Steel Spokes. Free literature upon request. P.O. Box 621, Garden Grove, Calif. 92642. Phone: (714) 534-6390.

Washington

SEATTLE
BUDSCHAT MOTORCYCLES – Trailbike Headquarters, Duc., Hod., Moto Guzzi, Norton. Parts – Access. – Service. Northwest's largest stock of parts. Mail order service. Open week days 10-6:30, Sat. 10-4:00. 17002 Aurora Ave., Seattle, Wash. 98133. (206) LI 6-2070.

Nevada

LAS VEGAS
SHAW CYCLE SALES & SERVICE, Jawa, C-Z & Bultaco. Complete sales & service dept. Full line of parts & access. 1026 E. 1st St., Las Vegas, Nev. 1 blk. E. of Main. Ph: (702) 382-4282.

Services

STEEN'S Inc. 1635 W. Valley Blvd., Alhambra. Hi-Performance Hodaka Service: Forks extended to 5-inch travel, 90cc cases bored for 100cc cylinder, 90cc cases machined for 5-speed cogs, boring and porting. Complete Ceriani suspension parts and service. 8:30-5:30 Mon.-Fri., 8:30-2:00 Sat. (213) 289-4351.

STEEL SHOE
Ken Maely THE ORIGINAL SHOEMAN custom made to order $29.95. Established 1950. Don't settle for a cheap imitation of my product. Rt. 2, Box 758, Corona, Calif. 91720. (714) 735-0540.

WEAVER'S NORTHWEST SHOEMAN. Custom steel shoes made to order. Speedy Weaverizing Service by mail or at the track – only $18.00. 3405 Wetmore, Everett, Wash. 98201. (206) 252-2924.

FIBERGLAS ACCESSORIES
THE FIBERGLAS WORKS – 3921 Portola Dr., Santa Cruz, Calif., 95060. Phone (408) 475-3114. Custom – Competition – Replacement Tanks – Seats – Fenders – Complete Mail Order Service – Custom Painting. Dealer Inquiries Welcome. Send $1.00 for complete accessories catalog.

M/C's & PARTS
JIM'S CYCLE SHOP "Used parts Hdq. in the West." We buy and sell used morotcycle parts, cust. tanks and wheels. Chrome exch. Used M/C's. Sales and Repairs. Batteries and tires. 15 years same location. 11155 Atlantic Ave., Lynwood. NE 2-4298.

INSURANCE
"THE MOTORCYCLE INSURANCE WRITER" since 1937. Fire, theft, comp. P.D. & B.I. individual motorcycle insurance and Dealer insurance. JOHN MAYNARD INSURANCE, 3447 Motor Ave., Los Angeles, Calif. 836-5211.

LEATHER APPAREL
CUSTOM MADE motorcycle apparel. Number changes, alterations and zippers replaced. Clarice Amberg, ABC Custom Leathers, 9802 S. Atlantic Ave., South Gate, Calif. 90280. Phone: (213) 564-7150. Open 8 a.m. to 4:30 p.m. Mon. thru Fri. By appointment only Saturday. Evening appointments available.

NUMBER PLATES
Hand lettered, fiberglass plates for Pro. & Sportsman riders. All sizes, colors & number styles. 24 hr. Serv. – Pro. quality. Also complete sign painting. Ph: (213) 422-1908 for prices on sign & commercial lettering. Send for brochure & order blank. Ace Sign Co., 44 E. Market St., Long Beach, Cal. 90805.

FRAMES
SONICWELD Mfg., Special racing frames, rigid or springer, fiberglass tanks & seats, swinging arms for standard models (spec. design). Send for information to Sonicweld, 14547 Aminta St., Unit 'J', Van Nuys, Calif. 91402 – (213) 785-2323.

DEALERS: Customers keep coming back for Cycle News! To order the newspaper for your store, call Cycle News Circulation Manager 213-427-7433. Both display and outside vending racks now available.

NORTHERN Directory

ALAMEDA, CALIFORNIA
POWELL'S ALAMEDA HONDA – Bul.-Hod.-Suz.-Hon. Over 250 M/C's to choose from. Trade-ins accepted–paid for or not. Liberal financing. If you've been turned down–Try us!) Free riding lessons with purch., Ins. counseling. 5 fact. trained mech. to serve you. 1828 Park Street 94501. (415) 865-0545.

BERKELEY, CALIF.
CAMPUS SUZUKI – 1403 San Pablo Ave. Zip 94702. (415) 841-0192. Suzuki, Maico, Sachs & Ciao sales, service & parts. "Parts are our specialty!" Anything we don't have, we can GET." Open 9–6 Mon. thru Sat. See Jim Johnson.

CONCORD, CALIF.
NORTH BAY MOTORCYCLES – Jawa & CZ sales & service. Sidecars. I.S.D.T. 250's & 402's. "The Motocross Headquarters for North Bay." Parts & Accessories. Open 9 to 6. 2120 Concord Ave., Concord, Calif. 94520. (415) 687-9300.

TOM'S CYCLE CENTER – BSA, Kawasaki, Suzuki, Greeves, Montesa, Ossa, Moto-Beta. Full line of Montesa parts. "Home of Good Guys." 1325 Galindo, Zip 94520. Phone: (415) 689-6722. Hours open 9–6, 9–8 Wed.

EL SOBRANTE, CALIF.
DAM CYCLES: Bultaco, Suzuki, Hodaka, Taco Mini Bikes, with full parts and accessories inventory for street and dirt riders. We sell Insurance for dirt and street bikes of all kinds. Come in and see Jack Lewis, the Paco Kid or Ride Clyde! 4036 Dam Road. El Sobrante, Calif. 94803. Ph: (415) 222-2044.

FREMONT, CALIF.
BULTACO OF FREMONT – Enduro Headquarters. Come in and have a cup of coffee. Bultaco, quality from top to bottom. Moto-Beta, Bronco, bold new breed of easy-to-tote Mini-Bike. Sales, Service, and Accessories. Motorcycle Insurance. (415) 792-7949, 37318 Fremont Blvd. at Peralta in Fremont.

CYCLE CENTER STORES #2 – 37422 Fremont Blvd. Phone: (415) SY 3-7311. Honda, Maico, Triumph. Motorcycle Insurance, Taco & Bonanza Mini-bike. 100% financing on approval of credit. Difficult Customers are a Challenge!

LAFAYETTE, CALIF.
RICK SCHELL'S SPORTCYCLES– Bultaco, Yamaha, Penton. Headquarters for Gardner carbs. Complete heliarc welding. We specialize in dirt bikes. Home of Dist. 36 #1. 3681 Mt. Diablo Blvd., Lafayette, Calif. 94549. (415) 283-2282.

LIVERMORE, CALIF.
CYCLE CENTER STORES #4 – 2310 First St. Phone: (415) 443-5111. Kawasaki, Suz., BSA, Maico. Motorcycle Insurance, Taco & Bonanza Mini-bikes. 100% financing on approval of credit. Are you particular? See us!

MARYSVILLE, CALIF.
SLIM'S MOTORCYLE SALES – 100 D Street, Marysville, Calif. 95901. (916) 742-7785. Yamaha, BSA, Mavrick, and Bonanza. Service and Insurance. All size engine boring. Crank repair. Motocross headquarters in Marysville.

MT. VIEW, CALIF.
SONNY KENYON'S CYCLES, Let experienced competitors care for your bike. Race tuned specialist, we work on most makes. Bultaco and CZ. Parts, Sales, and Service. Mail order for Bultaco and CZ Parts and Accessories. 2594 Middlefield Rd. (415) 961-4399.

CYCLE CENTER STORES #3 – 37418 Fremont Blvd. Phone: (415) SY 2-0111. Suz., Kaw., Hodaka, BSA, Penton, Montesa. Motorcycle Insurance, Taco & Bonanza Mini-bikes. 100% financing on approval of credit. We welcome difficulty in Customers.

OAKLAND, CALIF.
COLISEUM CYCLE & ACCESSORY CO. – Kawasaki Sales & Service. Complete accessories, clothing dept. Custom work. "Kawasaki specialists. Factory trained mechanics." Open 9–6 Mon. thru Fri., Sat. 9–5. 3958 E. 14th St., Oakland 94601. (415) 534-5461. President: Howard Self. All riders welcome!

NELSON BROS. – Triumph, Honda, BMW, Husqvarna, Penton sales, repair & shop service. Established since 1948. Extensive parts & accessories depts. Complete insurance & financing facilities. "We stand behind our products & service." 4500 E. 14th St., Oakland 94601. (415) 532-3677.

SACRAMENTO, CALIF.
JOHN SMITH MOTORCYCLES – (The Wheel King) Custom wheels for anything and lgst. sel. of cust. parts, incl. extend forks and slugs for most bikes. Dealer for Suz., Jawa, CZ, and Garelli. Mail order for most makes. Incl. BSA & Tri. You phone, we ship. 2512 Franklin at Bdwy. Sacto, 95818. (916) 452-2622.

SAN FRANCISCO, CALIF.
HAP JONES DIST. CO. – Avon & Carlisle Tires, Borrani alloy rims, Amal carbs, NGK, KLG & Hitachi plugs, Lucas electric parts and all cycle needs. Send $1 for retail catalog. Box 3068, 94119. (415) 621-4185.

SAN LEANDRO, CALIF.
CYCLE CENTER STORES #1 – 16520 East 14th St. Phone: (415) BR 6-9211, Honda, Hodaka, BSA, Maico. Motorcycle Insurance, Taco & Bonanza Mini-bikes. 100% financing on approval of credit. Difficult customers wanted.

SAN RAFAEL, CALIF.
BISCUITS' CYCLE TOWN – Moto-X Hq. for Marin County. Compl. Mach. Shop. Sls. & Svc. BSA, Yam., A-E, Montesa, Gre., Hod., C-Z...Mini-Bikes: Maverick, Taco, Bonanza, Scout Choppers. Come in and learn to ride. Open: Mon. 12-5, T,W,T,F, 9-9, Sat. 9-5. 933 Francisco Blvd. 94901. (415) 456-0335. – C-Z.

OILS & ADDITIVES

ESCALON, CALIF.
"BLENDZALL" and "EXCELZALL" "World's Finest" Join the Winners! Dealers Inquiries Welcome. Addzip Additives, 1433-37 First St., Escalon, Calif. 95320. Phone: (209) 838-7912.

REDWOOD CITY, CALIF.
A&A MOTORS – Parts & speed equip. sales & service for Yam., R.E., Bul., Hod., Mai., Nor. and Yam. snowmobiles. Also complete machine shop, heliarc welding, pickup & delivery and mail order service. 2771 El Camino, 94061. (415) 366-3814.

SELBY MOTORS – 346 El Camino Real, 94062. (415) 369-4112. Largest stock of tires and access. We have the parts for Kaw., Gre., Suz., Montesa, BSA, and Sachs. Easy pay ins. and honest deals that we stand behind. Largest Montesa dealer in No. Calif. Open Thurs. 9–9.

want ads

1969½ 250 MONTESA CAPRA 5 speed with; Desert and Moto-X gas tanks, Konis, Filtrons, extra cables and sprockets — $700.00. (714) 465-5174.

'70 YAMAHA 250 MX. Must sell, never raced, like new, compression release, $600.00. (213) 343-9568.

AJS
STORMERS LTD.
8412 Katella Ave.
Stanton, Calif. 90680
(714) 827-2650

1970 KAWASAKI 90. Good condition, chamber, fork brace, dirt ready, well maintained. $250 or trade for Hodaka 100. (213) 339-7532 ask for Mike.

MAICO STUFF
Alloy foot pegs—floating brake—up swept exhaust—cheater clutches—unbreakable fender assm.—frame guard-down swing arms.
Wheelsmith Engineering 3635 W. McFadden Santa Ana, Calif. 92703 (714) 839-0150

'67 VICTOR 441cc dirt bike & extras, $425.00. (714) 635-3118.

'69 BULTACO SHERPA 125. Filtron, 21" front wheel, one high pipe, one low pipe by Bassani, new back wheel, complete spokes, rim, tube, tire. A-1 condition, $425.00 firm. (213) 334-3460.

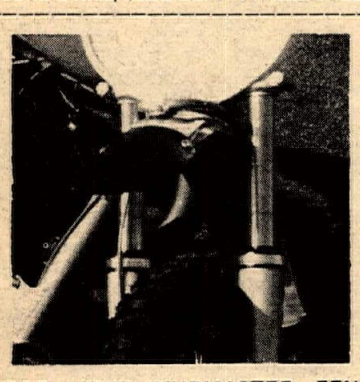
FOR SALE: 1969 DT1B. Curnutt shocks, reworked forks, high comp. head, Filtron, plus all street equip. and extras. A-1 condition, $450.00 firm. (213) 334-3460.

1969 HONDA CL350, $525.00 or trade for small dirt bike and cash. (408) 265-5879 San Jose.

'69 YAMAHA 125 MX. 21" front wheel, Curnutt shocks, motocross tires, compression release, special air cleaner, etc. Fast & reliable, getting larger bike, $450.00. Ph. (213) 289-6721.

1970 YAMAHA 360 Gyt Kit, super fast. 1962 Ford Econoline Pickup — '65 289 Mustang V8, automatic, '69 rear end, runs good, $500.00. (213) 639-1904 or (213) 327-5230.

'66 305 HONDA Scrambler. XInt. condition, bored to 315cc, $300.00. (714) 599-5438.



ORDER YOUR MUDMASTER FENDER FLAP, COMPLETE WITH MOUNTING HARDWARE, NOW! SEND ONLY $1.50 TO U.S. SPORTCRAFT, BOX 1184, TOPANGA, CALIFORNIA, 90290, FOR IMMEDIATE SHIPMENT.

KAWASAKI 1968 250cc, A1 Samuari street bike. 1,600 actual mi., ex. cond., must sell, make offer. (213) 243-6861.

'70½ FIBERGLASS BUGGIE, show winner, custom top and interior, street driven only. $2,400 invested, $1,600 or dirt bike of equal value. (213) 257-4682.

Dunstall—Norton—Triumph
BSA — Honda
Wholesale — retail — also mail order
SUZUKI CITY
728 So. LaBrea Inglewood, Calif. 90301
(213) 674-1431

WANTED:

1 each experienced Yamaha salesman, mechanic and partsman. (213) 635-8058.

TINY'S 750 NORTON

1968 P-11 desert ready. Full lighting equip. with bike. Ported head, flat top pistons, mag., stretched arm, Norton forks, VDO speedo, very dependable, $700.00 firm. Spare engine & trans, new bottom end, never run, ported head, needs valve & bore to shape, $200.00. All for $850.00. (714) 675-1709.

1969 SHERPA "T"

$525.00 — Bultaco 5 speed, 250cc. 215 lbs., S. Miller fender stays and '70 foot brake, '70 chain tensioner, unbreakable plastic fenders, spark arrester, Filtron. (213) 660-1152.

'69 YAMAHA 80cc. Exc. cond., electric starter, $225. After 6:00 (213) 329-8387.

FOR SALE: 1970 Yamaha 250 MX engine. 34mm carb, straight cut gears, 322cc conversion kit, complete 250 and 322 accessories. Allow running as lightweight or heavyweight. (714) 735-4641.

ATTENTION SERIOUS RIDER

'70 Westlake Metisse like new. Special suspension & engine modifications, improves riding ability 20%. 1969 Ford 360 engine, offer. (213) 896-9561, eves. (805) 259-5249.

BSA GOLD STAR — Completely rebuilt. Extra trans. and many parts, very clean. $400.00 or best offer. (213) 794-5004.

'70 YAMAHA 125 MX. Filtron, low pipe, very clean and fast. XInt. condition. Extras include service tools, manual and silencer. Must sell, $425.00. (213) 363-1714.

JIM HUNTER Motorcycle Repair
Specializing in BSA Repairs & Used Parts
Parts
Also Mail Order
1140 S. Cypress St. Unit "A"
La Habra, Cal. 90631 — (714) 525-1504

1970½ YAMAHA XS1 650. Only 2000 miles, turn signals, better than new, $1050. (805) 948-3674.

WANTED: Leathers. M.X. pants or suit, waist 30"-31", inseam 28"-29", jacket 36. Call eves. (213) 691-1831.

1970 RT1 MX. Ceriani shocks, S&W fork springs, fork brace, Akront rims, Bailey pipe, eng. & trans. rebuilt. Asking $750.00. Phone (714) 493-4100.

'67 MATCHLESS G-85. Clean, brute power, $500. (714) 792-4981.

'68 JAWA SPEEDWAY BIKE

DT 500, rebuilt engine, xtra parts, like new, $795.00. Flat Track Bike (Speedway style) with McCulloch engine adapted to Yamaha gearbox, spare engine, spooled front wheel, nickle plated frame, everything for $390.00. '69 Hodaka chamber, Del Oroto, many xtras, $260.00. 17216 Beach Blvd., Huntington Beach 92647. Phone (714) 842-2111.

1969 BULTACO MATADOR MK3, 250cc. All street equipment, compression release, and ISDT pipe. Excellent condition, $500. Call after 6:00 p.m. (213) 367-1333.

Quality Motorcycle Accessories
Happy New Year to all our dealers (and those who aren't)
Barry Briggs Racing
2834 Colorado Ave. Santa Monica, Cal.

1969 HUSKY 250. Never raced, like new condition. Must see, $750.00. (714) 842-5438.

FOR SALE: 1966 BMW R69S w/fairing & saddlebags, 28,500 miles, $1,000.00. (213) 257-7132.

1969 PENTON 125. Mechanically perfect, very low mileage, strong, Filtron, new 1970 rear hub, shifts good, $400. Mini Bike, fresh, 3 hp and paint, $60. (714) 245-2462.

TRIUMPH — DESERT READY

Runs strong and dependable. Engine built by Burbank Triumph; Filtron, skid plate, Dunlop tires, Girling shocks. $500. Rick (213) 373-4771.

WANTED: Front end for Bultaco and gas tank and seat. Call (213) 944-8460.

'70½ AMER. EAGLE 405. 4 hrs. of trailing old, $200 worth of extras, beautiful and fast. $850. (213) 286-8247.

TACO 44 minibike. Excellent condition, must sell this week. Great for kids or adults, good in trails, many extras. $85.00 or best offer. (213) 430-4721 evenings.

PERFORMANCE SPECIALISTS
PORTS, PIPES, HEADS
313 Oliver Rd., Santa Barbara
Calif. 93105, ph. 965-0628

'68½ 125 YAMAHA with new 175 topend installed. MX carburetor, chamber, new transmission, street equipment, good condition, $400. 125 topend and carburetor included. (213) 429-1554.

WINTER SALE

All used MC's must go. 1970 Yam. DT-1 250, 2300 mi. — $669. 1968 Husky 360 Viking MX clean — $589. 1969 Yam. CT-1 275 dirt — $459 and many more. Check our new prices before you buy. All 71 MX in stock. WHEEL DEAL. January tune-up special. Yamaha Enduros 20% off. Jenkins Sport Center, 13200 San Antonio Dr., Norwalk, Ca. (213) 868-9997. Open daily 9 a.m. to 6 p.m.

KAWASAKI — BSA
MAICO - MOTO-GUZZI - DUCATI - SACHS
SALES — SERVICE — PARTS
Action Cycle
19322 Beach Blvd., Huntington Beach
(714) 536-3223

CZ 250 Conley downpipe — DT1 barrel, head, rear wheel — Offer. (714) 235-1356.

1967 HONDA 305 w/cam & 337 kit. Good cond., ready for dirt, $350. (714) 894-5497.

'69 HODAKA set-up for motocross, $250. (213) 346-0909.

1970 MAICO 400cc. Ex. cond., must sell, make offer. (213) 243-6861.

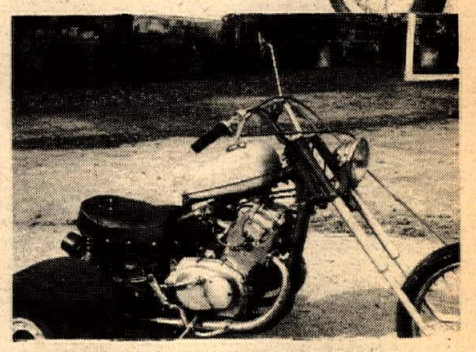
HUSQVARNA 360 SPORTSMAN "C"

Super desert, enduro bike. Excellent torque, smooth riding. Call (805) 483-0255 Oxnard.

1970 BULTACO 360cc El Bandido, $650.00. Excellent condition. (213) 674-7473 or 677-5677.

Bultaco Headquarters
GRAND OPENING
Chriscycle
7748 Garvey Ave.
Rosemead, Cal 91770
(213)280-7224

'69 YAMAHA 125 ENDURO. Low mileage, excellent condition, $345.00. (714) 883-2887 eve.



HONDA CUSTOM TRIKE

Hillclimb gearing, racing clutch, 14 in. wide rear treads, beefed wheelie-bar. Built for dirt/dunes. Legal & licensed, $390. Kinney (714) 926-1164 evenings only.

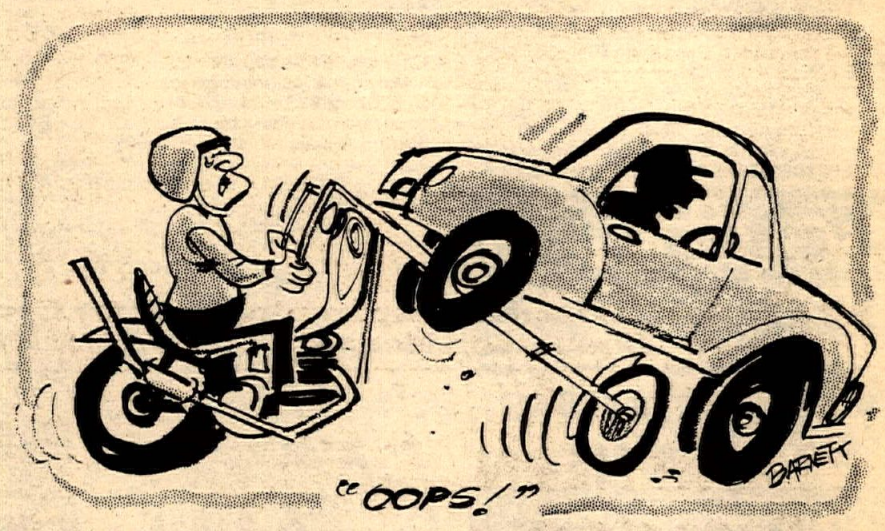
BULTACO Parts & Service
Gary Griffin now at *Yamaha of El Monte*
(213) 442-5800 2859 North Durfee Ave. El Monte, Calif. 91732

'69 MAICO 360, X4-A. Mikuni, Curnutts, 2 tanks, skid plate, $625.00. (213) 343-3180.

AMERICAN EAGLE. Complete minus engine, will hold any moto-x type engine, $350. (714) 278-6866.

I WANT a Hodaka gas tank. (213) 728-7669.

'69 DIRT HODAKA 100cc, $225.00. $250.00 with extra engine. (714) 322-5343.



Name _____

Address _____

City _____ State _____

PLEASE PRINT AD HERE

Ten Words — $1
Twenty Five words — $2
Headline in BOLD TYPE $1 extra
Pictures $3 extra

COMMERCIAL ADVERTISERS RATE
Ten words $2.00
Twenty five words $4.00
Bold Line $2.00
Photo . . . . . $6.00 (Your Photo)
Extra word — 20¢ each
FREE ADS (10 words maximum)
If you have something to give away

MAIL TO: CYCLE NEWS, P.O. BOX 498, LONG BEACH, CALIF. 90801 (Include area code with phone number.)

want ads

Cycle Products Unlimited
motorcycle DISCOUNT CENTER
A full line of Moto-X, desert & chopper parts & accessories at the complete motorcycle discount house.
7427 Reseda Blvd.
Reseda, Calif.
(213) 345-7300
NGK spark plugs 65c

WANTED

At least one good partsman with experience, references, and ability. We have to offer: Steady employment, five days a week, partly paid health plan, paid holidays, and paid vacation. Pay to match ability. Richard Miller Motorcycles, 1725 Tomlinson Street, Eureka, California 95501.

70½ YAMAHA 90 MX. Bored to 100cc, Gyt kit, 6 ported, 26mm carb., 21" front wheel, Curnutts, xInt. cond. Must sell $299.00. (213) 377-0520.

'70 KAW. 250 G.S.

Near new with many extras; 21" front rim, Filtron, MX bars, unbreakable fenders, custom paint, competition kit, & low ratio trans. $650 or best offer. (714) 536-7902.

WANTED: Greeves 360 Challenger. '68 or '69 preferred. (714) 633-8515.

1969 MAICO 360cc. Excellent condition, Mikuni carb., skid plate, Filtron, 3 gal. tank, new clutch, never raced, moving. (714) 536-9517.

1969 PENTON. Clean, seldom used. $450 or best offer. (213) 789-4469.

'69½ BULTACO 250 PurSang. Excellent condition. $450.00 or trade for 125 Sachs or Penton. (213) 867-0878.

1970 CZ 250. Akront rims, factory pegs, & low pipe, Koni shocks, ported barrel, new paint, Mikuni carb. Super-sano set-up, spares included. Rick (213) 397-3918. $800.00.

SALE HOP-UP KITS
90's & 250's Save 25%
Town & Country Cycle
411 S. Brookhurst
Fullerton 871-2460

'69¾ DT1B, new Gyt kit, Curnutts, brace, sprocket, Bailey chamber, glass fenders, comp. rel., Filtron, street equip., stock parts, $700 xInt. (213) 361-3086.

1969 BULTACO El Bandito — New paint, Filtron, release, excel. condition. $750.00. (805) 688-4343 Santa Barbara.

'69 YAM. 125 MX. Never raced, many extras, $350. (213) 325-6098.

1969 FORD F-100, 24 hundred, excellent condition. (213) 675-1922.

WANTED: '69 or '70 — 360 CZ or 360 El Bandido engine only. Must include coils for either. R.C. Little, 816 N. State St., Ukiah, Calif. 95482. (707) 485-7049 after 7:30 p.m.

southland cycle center
BULTACO motocross in stock
8141 Garden Grove, Ca.
(714) 893-5091

KEN LINDSAY — I hope you have a very nice Christmas and New Year — Mark.

MATCHLESS '61, 650 Twin, $350. AJS 500 Single '57, $300. (213) 346-4752.

1952 A.J.S. 500cc Single: Top condition, beautifully restored — original trim. Plus A.J.S. dual seat, large chrome Lucas headlight, etc.; many spares, unbelievably cherry! $995.00. (408) 356-5726.

WE CAN DO IT
Special design & fabrication / heli-arc / machine shop / exhaust systems / repairs / competition accessories and preparation from moto-x to Bonneville.
Wheelsmith Engineering 3635 W. McFadden
Santa Ana, Calif. 92703 (714) 839-0150

'70¾ MONTESA 250 Cappra 5. Never raced, very little time on bike, perfect cond. Must sell, $850.00. (209) 781-0359 Porterville.

1969 GREEVES Anglian Tirlas. Very clean, $500. (213) 542-4170.

'68 BULTACO PurSang set up for TT, very fast, $500. (213) 542-4170.

'70 BULTACO Sherpa T 250cc. Like new, $700. (213) 542-4170.

BULTACO BANDIDO 360cc. New, still in the crate, $875.00. (213) 597-9866.

'70 HODAKA — Runs good! Lots of extras, $350. (213) 377-8172.

Go Faster With OSSA to Honda Del Rey
4421 S. Sepulveda
Culver City
(213) 391-6217
Complete Parts & Service

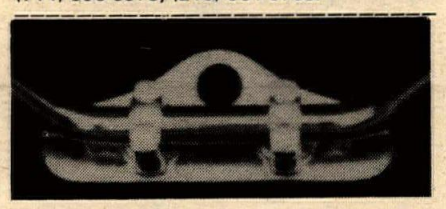
GOOD LEGAL PARTS DT-1

Frame	$25.
Forks/brace/2 springs	$40.
21" wheel assy. (plus knobby)	$40.
18" rear rim assy.	$20.
50 tooth sprocket (plus knobby)	
26mm Mikuni carb	$10.
High fender & mnt.	$5.
Ex. Chamber	$10.
Street Equip.	$10.

Phone (714) 893-6873, (213) 861-0768.

WANTED:

125 A-E complete, or less engine. Phone: (714) 893-6873, (213) 861-0768.



HANDLE BAR crowns for Honda Mini Bikes & Trail 70. Install any 7/8" bar for better handling and front-end strength. Brightly polished and easy to install. Send $8.00 plus $1.00 postage to Crown, 11118 Lindblade St., Culver City, Calif. 90230. Tele: (213) 837-4558.

FREE SAMPLE COPY

of Cycle News East (the eastern states Cycle News). Send 15 cents in coin or stamps to Cycle News East, P.O. Box 13, Amherst, Ohio 44001.

NORTH CALIFORNIA Enduro Riders. C.E.R.A. Northern division now formed and accepting assoc. memberships North of San Luis Obsipo. For more information and assoc. applications wrtie C.E.R.A., P.O. Box 6143 Station A, San Mateo, Ca. 94403.

CALIF. ENDURO Riders Assoc. (C.E.R.A.) Southern division. Join now for 1971. All 1970 members will receive all info. in mail this month. For more information and assoc. applications write — C.E.R.A., Box 2102, Cypress, Ca. 90630.

SACHS MOTORCYCLES
SALES - PARTS - SERVICE
Competition Service, Inc.
1244 NO. GAFFEY ST.
SAN PEDRO CALIF. 547-2203

PENTONS

The new models are at SCUDERIA, 2419 ARTESIA BLVD., REDONDO BEACH. (213) 542-1695.

4 MONTHS OLD

360 Yamaha MX. Modified forks, Konis, dual ignition, special rod & close ratio gearbox, speedo for enduros, exp. chamber. $775.00. (714) 675-1709.

'70 AMERICAN EAGLE 125 MX. Never raced, top condition. (213) 869-2297.

FAST '70 PENTON MX

Extras, 30mm Mikuni carb., Barum tire, 3 pipes, Nickeled frame, new bars, crank balanced, 5 port, perfect, $650. (213) 342-6228.

GREEVES Anglian, xInt., low miles, lights, spares, $395. (213) 842-0128.

360 MX VAN TECH Yamaha. 21" Akront, Bates seat, 441 alum. tank, Konis, extra: 250 eng., 19" wheel, front end & more. $850.00 firm. $1,600 invest. (213) 358-4881.

1970 YAMAHA 125 Enduro. Ready for motocross or desert, $500. (213) 248-1736.

1968 TRIUMPH TROPHY 250, $450.00. Modified with BSA head, seldom used, lo mileage. (805) 487-0706.

'69½ SACHS 125

Cross Country, shift kit, clean! $400. (213) 923-5787.

1968½ HUSKY 250. Overseas, must sell, top cond., $495.00. (213) 248-3839.

1969 BMW R-69-US + Sidecar. Wixom fairing/bags, luggage rack & carrier. Exlnt. condition, $1600. William C. WEIls, 5158 Downey Ave., Lakewood, Calif.

40" TRIUMPH T.T. Special. Alloy oil tank, cams, rebuilt engine, fast, must sell immediately, $525.00. Tom (213) 599-3306.

ANTELOPE VALLEY LAND

PALMDALE — Beautiful area, 1¼ acres $5,000. Lancaster, close in ½ acre, $3,500 and 1¼ acres $5,000. California City (3) lots your choice $2,500 each. All with water and electric. Low down payment. Agent, call Jim A. Graves (213) 927-7479, (213) 322-3765, (805) 948-6028.

YM MOTORCYCLES RIVERSIDE
Largest selection of Yamaha Enduros. Biggest Yamaha parts selection ALSO MAIL ORDER. 1689 La Cadena, Riverside, Cal. (714) 686-8014

1969 YAMAHA 250cc DT1B. Complete new top end, fork brace, Filtron. Excellent condition, $495.00. Happy New Year! (213) 355-9379.

'68 GREEVES Challenger. Fresh engine, $500.00 or best offer. (213) 320-1719.

FOR SALE 1970½ Micro Metisse 125cc. Make offer or trade for Maico. (213) 698-6684.

'70 MAICO 400cc — Close ratio gear box, 21" Akront, 3 gal. and 1.8 gal. gas tanks, like new, never raced, 3 months old. $1000.00. (213) 887-7910.

GO KART — 4 speed Suzuki, disc brake, $125.00. (213) 537-1151.

1970 BULTACO Sherpa "T". Few miles, excellent condition, $675. (805) 252-3089 Saugus.

DUCATI 450 DESMO 1969. Modified, extras. (805) 483-1709 anytime, Frank.

1968 COTTON Trials, excellent condition, unbreakable fenders, extras. $400.00. (714) 897-4498.

IMPROVING YOUR AT-1/CT-1, $2.95

Complete guide to improving the AT-1/CT-1 for enduro/MX/scrambles/street. Engine mods, GYT kit, 125/175 conversions, exhaust systems, electrics & ignition, suspension, brakes, accessories. Fully-illustrated, step-by-step instructions. Postpaid. MRPD, 210 Brookside, Allendale, N.J. 07401.

RESTORING CLASSIC MOTORCYCLES. $2.95

Complete guide to restoring engine, gearbox, chassis, electrics. Includes sidecars. Painting & refinishing. Finding rare parts here and abroad. Step-by-step instructions, completely illustrated. Postpaid. MRPD, 210 Brookside, Allendale, N.J. 07401.

Montesa Owners
KAR CYCLE VIVA
10619 E. GARVEY, EL MONTE
(213) 443-5712 • 10:00 am 6:00 pm

IF YOU NEED more horsepower for your two-cycle, see us first. Super porting, reed induction, pumper carbs, reed porting, cut pistons, custom chambers, and altered swing arms. Check our special New Year prices. Call (213) 371-2183 anytime. Ritchie & Sons.

WANTED — Roehr fork ext. for Hodaka, good condition. Bob (213) 446-9767.

LEATHERS by Pico. Tan and white zip-together style; 4'10" tall, 165 pounds. Cost $125 new; sell almost new for much cheaper. (213) 324-5385.

'69¾ SACHS, 125cc. Like new, never raced, many extras, $525. (714) 638-4176.

1969 SACHS Cross Country. Like new, never been raced, see to appreciate, super reliable. $450. Phone (213) 425-2544.

1970 DATSUN TRUCK. Wide tires, air conditioning. Cost new $2600.00, sell for $1875.00. Cab-over camper and jacks, $725.00. Both for $2500.00. (714) 968-8305.

WANTED AT1 or CT1 street equipment. (213) 835-8608.

"62" HUSKY TRUCK. Engine & trans. rebuilt 3 mos. ago, runs good, cheap to operate. Only $500.00. (213) 652-7029 anytime.

WANTED

At least one good mechanic with experience, references, and ability. We have to offer: Steady employment, five days a week, partly paid health plan, paid holidays, and paid vacation. Pay to match ability. Richard Miller Motorcycles, 1725 Tomlinson Street, Eureka, California 95501.

SACHS — PENTON — ZUNDAPP

We start where the factory left off. You have a gearbox full of neutrals? We can fix 'em right. Precision Cycle, (213) 676-6123, E.C.

NORTON SPECIALIST

Call George Gjanivich service manager, Orange County Cycle West. (714) 531-9984.

Suzuki, Greeves, Ossa, C-Z, Maico, Penton
DOWNEN'S INC.
11835 E. Carson St.
Hawaiian Gardens, Ca. 90716
(1½ Blks. E. of 605 Fwy. off ramp)
(714) 521-5343 or (213) 421-1655
Hrs: Mon.-Fri. 9-7, Sat. 9-4, Closed Sun.

HONDA EXPERIENCE WILL TRAVEL

Mature, married man, 30, extensive experience in parts, sales, service, and dealership management. Aggressive, reliable, efficient. Satisfaction guaranteed! Best offer over $12,000. For more information write Dept. 498-C, c/o Cycle News West, P.O. Box 498, Long Beach, Calif. 90801.

1970 DUNE BUGGY — 160cc dual port engine. Sig Erson race cam. Porsche two barrel, sand flea body, deep chrome wheels, Tachometer, radio, street legal. $1150.00 or offer. See to believe, deal, must go. (213) 326-3380, David.

'66 BULTACO 175cc. Mavricks, fork brace, 26mm Mikuni, 4:00 x 18 knobby, MX handlebars. $250.00 or equity in newer 250! (213) 633-9950.

1966 HARLEY, 50cc. Excellent, $100.00. Helmets (2) police type, $8.00 and $10.00. (213) 833-7306 after 6 p.m.

MINI BIKE

Chris Cycle "69", 50cc. 3 sp. trans, good con., must sell, $150. Call (213) 792-1878.

'68 MONTESA LA CROSS, new tires, bars, paint job, never raced, comp. release, see to appreciate. Firm $500.00. Mike, Downey (213) 923-3549.

ORANGE COUNTY 1 Cycle

EAST

Husky, Hodaka, Yamaha, Norton, Rickman | 1211 S. Main Santa Ana, Ca. (714) 542-2334

MAICO 400 — NEW '70's

2 left, must sell, best offer. Orange County Cycle, 205 N. Harbor Blvd., Santa Ana, Cal. (714) 531-9989.

ATTENTION RIDERS & RACERS

We duplicate hard to get parts. Install compression releases or dual plug porting on all models. Custom skid plates made and Heliarc welding done. Alpha Tool Works, phone (213) 923-5611.

CRANK REALIGNING — PUCH — PORTING SPECIALISTS
SUZUKI MAICO
Mail Order On All Parts 213—980—3715
COLE BROS. M/C
5906 Lankershim Blvd. N. Hollywood

T.T. PURSANG. New, with extras. Cheap! (213) 968-5829.

BIG SALE. Bates leathers, 6-3, 190. Bell Star 7-1/8. Sportster Tillotson carb., 1-368". Amal Gran Prix carb. Bul. wheels & tires. More. (213) 968-5829.

PENTON

'69, 125. Excellent cond., Vesco barrel, new trans. by E.C. Birt, Curnutts + much more, $450. (714) 828-8178 Doug.

'68 FORD ¾, 4x4, cab-high shell, lock hubs, over-sized tires, air-conditioning, heavy springs, radio, heater. '68 Yamaha 100cc Twin, 300 miles. (714) 753-0987.

SELL or TRADE: 1968 Kawasaki 238cc Green Streak. Filtron, compression release, spares, 212 lbs., 30 H.P., fast. Sell $350.00 firm. Trade, street bike over 300cc 4 cycle. (213) 635-3294.

1970 BULTACO Matador Mk III, 250cc, 350 miles, 1971 license, completely stock, manuals, tools, parts catalog. (714) 460-2398.

Montesa · SACHS · DUCATI
Competition Service, Inc.
1244 NO. GAFFEY ST.
SAN PEDRO, CALIF. 90731
PHONE 547-2203

1969½ YAMAHA DT1

Dirt; Gyt kit, reworked front forks, Girling shocks, new bore, piston and rings, MX front fender, super fast. $500.00 or best offer. (213) 445-3664.

'69 YAMAHA 125. New MX top end, race ready. (213) 337-2991.

'70 Super — SUPER RAT HODAKA. Ported, Filtron, big rubber, Yamaha MX forks, Girlings, Webco foot pegs, sprocket, levers, Reynolds chain, ext., swing arm, etc. $450.00. (213) 348-1010.

'69 HODAKA 100cc. Webco, Filtron, high comp. head, Barnett, Ceriani, 19" front wheel, 26mm carb., chamber, rear suspension, desert ready, fast & reliable, extras, $300. (805) 527-1079.

SUPER CYCLE VAN — 1969 Ford E-300 V-8, auto, LWB, all heavy duty equipment possible, 16.5x8 ply tires, paneling & carpets. $2,700.00/offer. (714) 546-0978 or 538-2008.

YAMAHA 80 powered Hodaka. High comp. head, Gyt kit, chamber & carb., Girlings rear, $275.00. (213) 469-7087.

1970 KAWASAKI 100cc Centurian. Shocks, fork brace, downpipe, fiberglass unit, porting, compression release, TT, flat track or short track dream. 1970 Ossa 175cc Stiletto, just rebuilt-reliable. (213) 371-2351.

RACING **INSURANCE** FOR TRACK OWNERS, PROMOTERS AND CLUBS —
S. HARRIS PINSKY OF MICHAEL BENDER & ASSOCIATES, INC.
5225 WILSHIRE BOULEVARD, Suite 717
L.A., Calif. 90036 (213) 937-2011
BROKER INQUIRIES INVITED

FOR SALE: 1965½ Greeves "TFS" in good condition, only needs inside kickstart spring. Call (714) 525-9712. $300.00 — Terry.

TRIUMPH 500cc Dirt Bike. Clean and fast, $350.00. '64 Harley Davidson 74 Chopper, show or street, rigid, 10" forks, foot shift, street legal, $1800.00. (213) 773-1850.

HODAKA "Super Rat" — hardley broken in, like brand new, $450. (805) 964-5148 Santa Barbara.

'69 SHERPA S 125. Completely rebuilt, new tire, up pipe and down pipe, cables, chain, Filtron, and new clutch plates. Clean, super fast, reliable. $500. (213) 767-3678.

1970 PENTON 125 MX. Excellent condition, $550.00. (213) 545-2304.

'70 125 (MX) YAMAHA 21". New paint, (K.N. bars, high fender), Filtron, fork brace. (Extras) 18" front wheel, 2 trials tires, comp. release. Make offer (213) 429-7725.

'70 CZ 250. Excellent shape, 6 months new, Filtron, factory folding pegs, jets, gearing, full tool kit. $825.00. (415) 586-5873 San Francisco.

'69 MATADOR MK III, $550.00. 1100 mi., xlnt. shape, xtras. Sell or trade + $ for '69 or later Sherpa T. (714) 540-6703.

1970 TRIUMPH BONNEVILLE

Has new engine, $800.00. Call (213) 333-2195. MUST SELL.

CZ 250, 1970. Curnutts and Akronts, works barrel, folding pegs, 6 ply tire. No dents or scratches, immaculate! Super fast. $950.00. (714) 745-7114.

'69 HODAKA SS. Very fast, excellent condition, Cerianis, Girlings, Akront rims, Rickman bars, Webco sprocket, Filtron, 5 port Dykes piston, extended swing arm, Torque pipe. $425. (213) 287-1568.

'69 YAMAHA 180 like new, extras, $325. (714) 682-0383 (7 a.m.), (714) 875-3000 ext. 247.

ONE DAY SERVICE
HONDA * SUZUKI
All Models In Stock
SOUTH-LYN
everything for both dirt & street rider
Huge Inventory
parts & accessories
9735 LONG BEACH BLVD.
SOUTH GATE, CALIF.
(213) 564-5666

250 SUPER GREEVES. Ceriani forks, nickel plated frame, custom glass tank, 5-way shocks, compression release, Filtron, 21" Akront, handling, torque — see it, $450. (213) 831-5536.

BEAUTIFUL MAICO. 1969 Maico 360. Used very little, really like new, extras. (213) 346-1324.

'69 PURSANG BULTACO. Like new engine, 21" front wheel, built up seat, bars, new tires, $600.00. '67 Yamaha 100, like new, about 250 miles, $200.00. Phone (213) 358-4665 after 4:30.

'70½ GREEVES desert eater, 380cc. Great shape, $900.00. (714) 827-7936.

I.S.D.T. WINNER

New Jawa 402, 5 speed. Must sell, best offer. Orange County Cycle, 205 N. Harbor Blvd., Santa Ana. (714) 531-9989.

Porting Reed Porting
TURNERS EXPANSION CHAMBERS
Custom Work-New Low Prices
8052 E. Rosecrans
Paramount, Calif. 90723
(213) 531-1619 Daily 10-6

ATTENTION Husky owners: We duplicate hard to get factory parts, install comp. releases or dual plugs, porting on all models, also custom skid plates & heli-arc welding. ALPHA TOOL WORKS, phone (213) 923-5611, South Gate, Calif.

FOR SALE: 1969 Ducati 450 Scrambler; also 1970 Norton Commando Roadster. Both xlnt. cond. Call aft. 6 p.m. (213) 476-1011 or (213) 272-3593 ask for Myles.

360cc CZ — '71 MODEL

Brand new, only 2 races. Koni shocks, folding pegs, factory tuned. Also new MX leathers, 2 sets, 34-30 size. Call John DeSoto (213) 438-8892.

'69½ YAMAHA 250 DT1-B. Modified frame, Konis, release, unbreakable fenders, hi-fender, brace, Bailey pipe, Filtron, bars, extra tire, all street equip., Buddy seat, pegs. $675 super clean. (213) 286-3661.

'70 BULTACO SHERPA S 175cc

Excellent condition. Must sell, $500 or best offer. (213) 968-5829.

1969¾ BSA VICTOR — Less 1,000 mi., dirt ready, Cerianis, knobbies, spec. fenders, big sprocket, etc — Includes original equip. tires, forks, etc. $750.00. Injured — must sell. (714) 534-7659.

125 SACHS ENGINE needs carb. with Penton chamber, $150. New Bul. Sherpa-S 100 expansion chamber, $15. (714) 548-4553.

HONDA PARTS
— Accessories —
For All Makes & Models
HUGE STOCK — FAST SERVICE
Mail Order or Direct. Send year, model, engine & frame no. with all orders. Write for FREE list of all Honda repair manuals and parts catalogues. Expert Repair Service On All Makes.
OPEN 7 DAYS A WEEK
THRIFTY LAD HONDA
Dept. CN, 2411 Lincoln Blvd.
Santa Monica, Ca. 90405 Ph. (213) 392-3066

HONDA 160 dirt. Overhauled, high fenders, new shocks, bars and wiring, knobbies, Bates racing seat, custom paint, reliable, spares, $225.00. Getting a bigger bike. (213) 839-2717.

WANTED: Original condition "Moto Guzzi" Falcone or Airone Sort. Write George E. Hamling, 17265 — 191st N.E., Woodinville, WAsh. 98072. Phone: (206) 788-1958.

CZ 360

Late '69, Curnutt shocks, Mikuni carb, spares. Good cond., fast, dependable. $725.00 firm. (714) 642-0895.

HARLEY-DAVIDSON XR. Very fast, dependable, race ready. (307) 632-0026.

1969 DUCATI Road Bike. Immaculate, low mileage. Before 3:00 p.m. (213) 392-2903.

LOTUS ELAN ROADSTER

'64, 130 MPH, 30 MPG, Webers, close-ratio gearbox, competition suspension, Goodyear Bluestreaks, $1,700. 307 Manhatten Ave., Hermosa Beach, Calif. 90254. (213) 379-5129.

BSA WESTLAKE Victor. Ceriani, custom swing arm, paint, seat, Sifton cam, extras, immaculate. Must see, $945. (415) 682-3043 Oakland.

1969½ CZ 250cc. Excellent condition, $700. Call (213) 379-0893.

TRIUMPH 500cc Flat Tracker or Motocross. All alloy engine, 21" front wheel, glass tanks, seat, many extras, mint condition. $750.00 invested, sacrifice $350.00. (213) 773-1850.

OSSA 250cc STILETTO. New paint, Candy Green, fast, reliable — $550 or best offer. (213) 327-3468.

SACH'S '69, 125cc Dirt Cross Country, $450.00. Excellent. (213) 782-4864.

FLEXERCABLE Throttle cables for old style CZ carb, $1.00 ea. (213) 652-7029.

THE BIKE SHOP EL MONTE
Parts & Service
Service on all makes
4311 North Peck Rd.
El Monte, Calif. 91732
(213) 579-4339
FEATURING MAICO

1970 HONDA CB450. Xlnt. condition, saddlebags, rack, disc-front brake. $800.00 or best offer. (213) 328-6944.

'69 400 HUSKY

Rebuilt eng., trans — new Akront, immaculate, $895.00. (213) 582-7719, 582-1283.

1970 YAMAHA 360 Enduro. Never raced, never seen the dirt, excellent condition. (213) 782-3523.

1970 HODAKA Super Rat. Low, low miles, perfect, not a scratch. $375 must see. Call Brad (213) 656-2871.

1969 GREEN STREAK $500.00. Extras, good cond. (714) 539-6568.

NEW
Store Hours
8:00 A.M. - 9:00 P.M.
Tues.-Fri.
8:00 A.M. - 5:00 P.M.
Sat.
Harley-Davidson of Inglewood
901 N. La Brea (near Centinela)
671-7609 or 671-7600

ORANGE COUNTY 1 Cycle

WEST

CZ, AJS, Maico, Penton, Yamaha, Norton | 205 N. Harbor Santa Ana, Ca. (714) 531-9984

SUZUKI TS90. 1 mon. old, Filtron, X-chamber, 350 Dun. rear, fork brace, Yam. rear shocks, custom paint, reworked front forks, fast. $380 or offer. (213) 474-6857 (still street lic.)

CYLINDER BORING

Valve grinding, complete engine rebuilding, inserts installed. Andy's Cycle Shop, 123 S. Manchester, Anaheim, Calif. (714) 956-1850.

'69½ SACHS 125. Filtron, Akront, Metisse bars, never raced, perfect, best offer. (213) 596-7253.

Dealers write on letterhead **GARY BANG** All Sizes in Stock
SPOKES
21426 Sherman Way
Canoga Park, Calif. 91303
(213) 348-8963

'70½ CZ, 360, folding pegs, kick stand, bash plate, Filtron, tools. Never raced, low mileage, play bike $995. Las Vegas (702) 734-2292.

FAST & RELIABLE $200.00 in Eng. Asking $600.00. Not radical — excellent desert bike. (213) 429-5538.

'70 HONDA TRAIL 90. 210 mi., $325.00 or trade for Mini Enduro. (213) 429-5538.

USED RACING M/Cs

250 & 400 maintained by the ditributor, wholesale to the public, these machines only. (213) 849-6066 or 843-4633. Cooper Motors, 110 E. Santa Anita, Burbank, Ca., 8-5 M—F.

'69 YAMAHA DT1-S Enduro with GYT KIT. Excellent condition. $600 or trade for 100-200cc basket case enduro or MX, prefer Bultaco. (213) 337-5408.

1969 PENTON. Wife's bike, excellent condition, extras, $425.00. (213) 589-3829.

'67 KAWASAKI 120 — Roehr forks, Filtron, Mavricks, downswept chamber, fork brace, new mag, etc. Very sano. $250 or best. After 5 (213) 348-5817.

FOR SALE — 1966 YDS-3 Yamaha for dirt only, "Extras". Ph. (213) 633-2049.

"70 BULTACO EL BANDITO 410cc"

— 5 ported, 36mm carb., Filtron, Comp. rel., Curnutts rear, skidplate, new 460 Dunlop rear, 21" front, new chrome chain, super fast, better than new. $795.00 FIRM. Cypress (714) 827-9821.

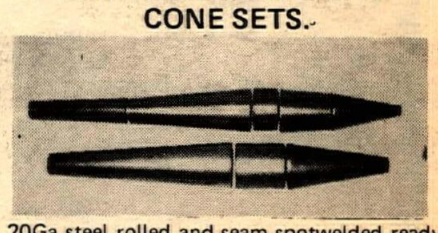
1963 MONTESA — Flat Track or Moto — good condition, $325.00. 1964 Suzuki, 80cc, $115.00. Call after 4 (213) 341-5715.

1963 PONTIAC WAGON (One onwer). Factory air, P/B, P/S, Radial tires, new transmission, too many cars! $525.00 or bike. Phone (213) 360-6218.

WANTED: BSA Victor or Harley Davidson 350/250 ERS/CRS models only, help locate, write or contact C. Hollander, 1034 C Daisy Ave., Long Beach, Calif. 90813.

'68 HONDA Super 90cc. Street licensed, $235.00. (213) 762-0965 or best offer.

EXPANSION CHAMBER CONE SETS.



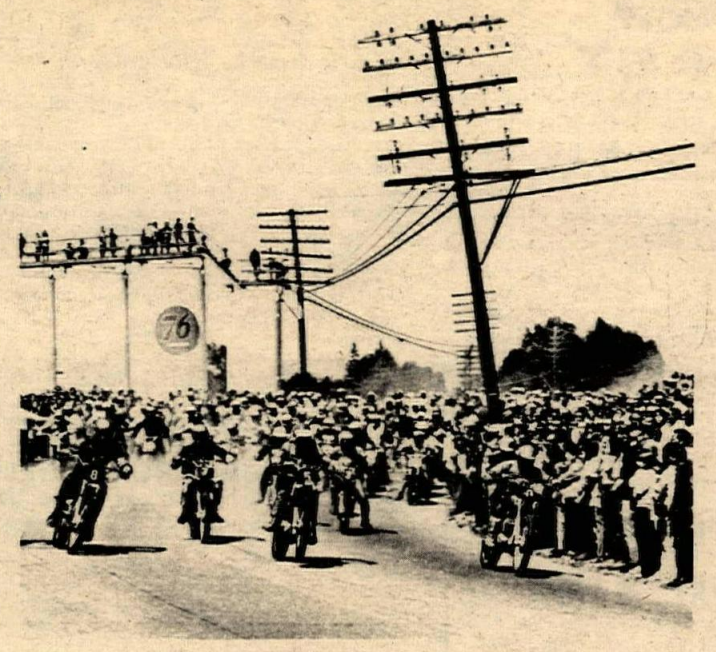
20Ga steel rolled and seam spotwelded ready to design your own chamber. 3 Pc. sets $10.00, 4 Pc. sets $12.50, 5 Pc. sets $15.00 Postpaid. California residents add 5% Tax. Quantity discounts available. Send your dimensions to Airco Sheet Metal, 15209 Grevillea Ave., Lawndale, Calif. 90260. (213) 675-5290.

FOR SALE: '69 Yamaha DT1, Ceriani shocks & fork springs, fork brace, Filtron, Com. release, Gyt head, ported, Expansion chamber, and more. Fast & dependable, $550. (714) 635-6967.

'63 ECONOLINE 289 V8. Stick, removable camper unit plus a lot more. $1000.00. (213) FR 6-6617.

4th ANNUAL

ELSINORE



11 A.M. START

AMA SANCTIONED

GRAND PRIX

GRIPSTERS MOTORCYCLE CLUB

$15.00 Mail Entry
$50.00 Late Entry
No Refunds

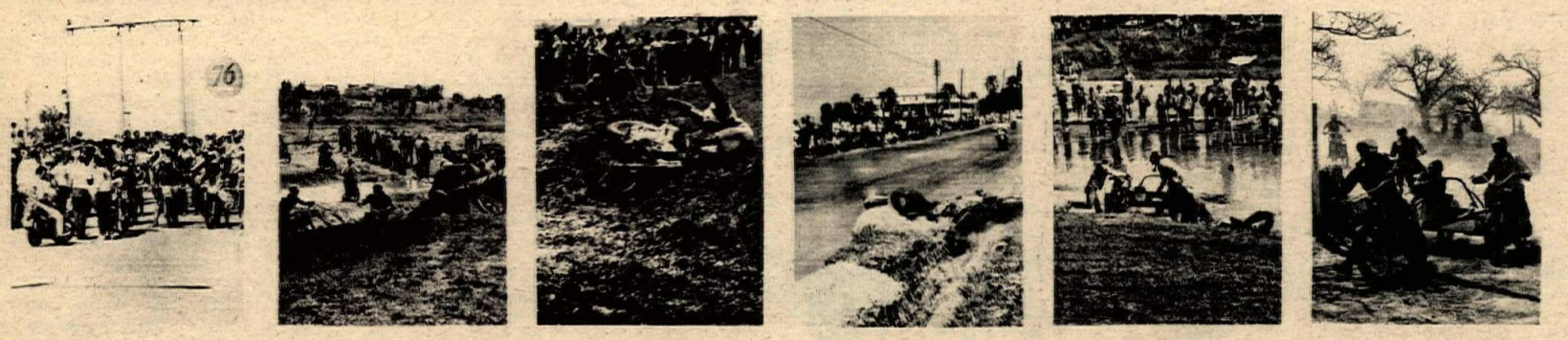
★ ENTRIES OPEN
JAN. 15, 1971

★ ENTRIES CLOSE
FEB. 2, 1971

Bikes will be impounded prior to race.

MARCH 6,7

100 MILES OF OPEN COUNTRY, SAND WASHES , MOUNTAIN ROADS & CITY STREETS



SATURDAY

- 0-100cc
- 0-250cc Experts only ride Sat. & Sun at $15 each day.
- 101-250cc
- Powder Puff
- Nov-Am-Ex.

SUNDAY

- 0-250cc Experts only ride Sat. & Sun. at $15 each day.
- 251-Open Nov-Am-Ex.
- Side Hacks

Mail entries to:

GRIPSTERS M.C. INC.
P.O. BOX 185
BUENA PARK, CALIF. 90620

LIMITED ENTRIES

We reserve the right to refuse any entry

All bikes for Sat. – impounded Fri., Mar. 5th from 3-12 a.m.
All bikes for Sun. – impounded Sat., Mar. 5th from 6-12 a.m.

ONLY OFFICIAL 1971 ELSINORE GRAND PRIX ENTRY BLANKS ACCEPTED – AVAILABLE AT LOCAL BIKE SHOPS OR CALL OR WRITE. STARTING POSITION DETERMINED BY POSTMARK * WE ASSIGN NUMBERS.

For Information call (714) 531-6161
Information sheets will be mailed to all entrants
Gas Stations - Motels - Overnight Camping